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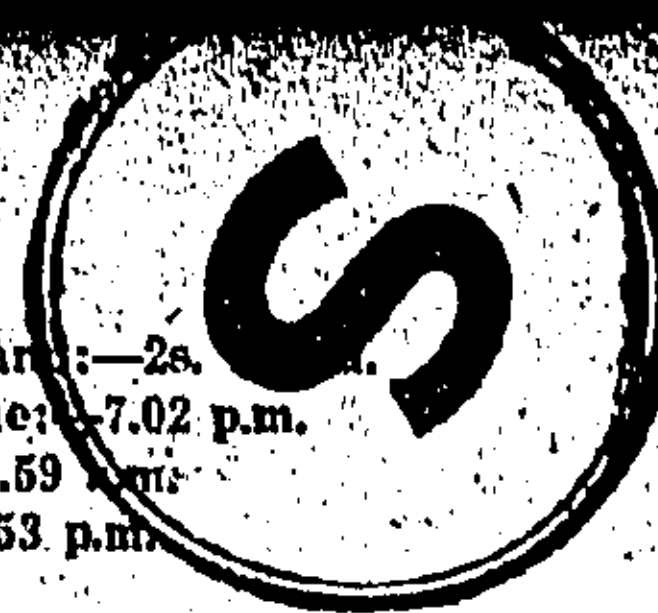
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Hongkong Telegraph.

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KING'S SPEECH FEATURES.

THE ANTI-WAR PACT
WELCOMED.

PERSIAN TARIFF AUTONOMY
RECOGNISED.

CHEAPER HOUSING.

London, Aug. 3.
The King's Speech, read this afternoon at the prorogation of Parliament, reviewed the events of the past session.

It referred to the visit of the King and Queen of Afghanistan as an auspicious event in the history of the two countries and declared that it was a matter of national congratulation that the visit had confirmed and strengthened the good relations existing between Afghanistan and the British Empire.

World Peace.

Regarding the acceptance by the British and Dominion Governments and the Government of India of the proposed Treaty for the Renunciation of War, a confident expectation was expressed that it would constitute a new and important guarantee of the world's peace.

The speech recorded that a Treaty had been signed with Persia regulating commercial relations and providing for the abrogation of the existing Treaty provisions, which limit the right of Persia to settle her Customs tariff autonomously.

Agreements on other important questions had also been reached with Persia.

Unemployment Problem.

Turning to domestic affairs, the King's Speech referred to the condition of the basic industries and to the high level of unemployment, "which continue to cause me anxiety." It mentioned the scheme to relieve agriculture and other productive industries from the onerous burden of local taxation and expressed the hope that the comprehensive proposals of the scheme would not only increase employment generally, but also bring special relief to the areas most needing it.

Cheaper Houses.

Mention was made of the steady progress which had been made during the year in the provision of housing for the people, and it was stated that the price of house construction had continued generally to fall.

Among the measures enumerated as having been passed during the session was the Act conferring electoral rights on the two sexes.—*British Wireless.*

COURTNEY'S NARROW ESCAPE.

MACHINE CATCHER FIRE AT MIDNIGHT.

London, August 3.
A wireless message received here from Captain Courtney tells briefly of the ordeal which he and his three companions underwent before their rescue 600 miles from the Azores.

Captain Courtney says: "Picked up by Minnewaska after terrible experience. Machine caught fire at midnight at 1,500 feet. Landed in flames on rough sea."

A wireless message from the Minnewaska states that the Donner-Napier flying-boat had to be abandoned, but that Captain Courtney and his companions are unhurt.—*British Wireless.*

SIR AUSTEN'S ILLNESS.

HOPES OF EARLY RECOVERY.

London, August 3.
Sir Austen Chamberlain, who is suffering from a mild attack of broncho-pneumonia, hopes to be sufficiently recovered to be able to leave at the end of the month for Paris and Geneva.—*British Wireless.*

NANKING INCIDENT POSITION.

BRITAIN WILL SETTLE ON U. S. LINES.

THE TARIFF PROBLEM.

London, Aug. 3.
In a written reply to a Parliamentary question, the Foreign Secretary states that negotiations are now proceeding for a settlement of the Nanking Incident, when the British Consulate was attacked, with the result that two British nationals were killed and a third British national afterwards died.

"As I stated in the course of the debate on July 30th I am prepared to accept a settlement on the terms already reached with the United States Government."

Replying to a further question the Foreign Secretary says the British Minister at Peking has reported that he has been soundly rebuffed by the Nationalist Government as to the possibility of the British Government entering into negotiations for the conclusion of a Treaty on the subject of tariff autonomy similar to that signed by the Chinese Finance Minister and the American Minister in Peking on July 26th.—*British Wireless.*

Shanghai, Aug. 3.
A Nanking report says it appears that the Sino-British negotiations regarding the Nanking outrage will be completed at the conclusion of the Fifth Plenary Session, as recent telegrams state that unofficial conversations between responsible officials of the two countries have proved to be satisfactory and agreeable to both sides.

CHINESE TRAGEDY.

BELIEVED TO BE CASE OF SUICIDE.

Further enquiries from official sources into the circumstances surrounding the finding of the body of a Chinese in Hongkong, with a deep stab wound in the abdomen, produced the information that the latest police theory is that the case is one of suicide.

It is now definitely established that the man was an ex-soldier or bandit from Canton. He was staying in Hongkong with some clanmen. As reported previously, the man was found dead in the street. It is believed he disembowelled himself with a type of Chinese knife resembling a bayonet. He was on a camp bed at the time and it is thought that after the act he rolled on to the pavement when his right hand released the hilt of the weapon used but his left hand still grasped it firmly.

JAPANESE TO RADIO PHOTOGRAPHS.

NEW SERVICE WILL BE TRIED BY PRESS.

Tokyo, July 29.
With the object of establishing a new institution for broadcasting radio photographs, the Government has asked for an expenditure in the budget for the next fiscal year. It is reported that newspapers and news agencies, which want to avail themselves of the new institution, will be permitted to monopolize the services for certain limited hours of the day. The Ministry of Communications is going to issue regulations to-morrow.—*Tokyo.*

MINISTER TO FRANCE.

SIR W. TYRRELL PRESENTS CREDENTIALS.

London, Aug. 3.
Sir William Tyrrell, the new British Ambassador to France, was received at Rambouillet today by President Doumergue, to whom he presented his credentials.—*British Wireless.*

"FAIR TO SHOWERY."

To-day's Observatory report states:—Pressure is high to the north of Japan and low over China. It is also low over the Bonins. The forecast up to noon to-morrow is:—South-west winds, moderate; fair to showery.

KEEN DECATHLON EVENTS.

SWEDISH COMPETITOR IN LEAD.

AMERICA WINS GREAT RACE IN 400 METRES.

FINNISH STRUGGLE.

Amsterdam, Aug. 3.
Interest at the Olympic Games to-day was centred largely round the Decathlon, in which five events were concluded, the other five being on the programme for to-morrow.

The competitors can secure a maximum of one thousand points for each event and at the end of the day, the lead was taken by Jansson of Sweden, with 4178.85 points. To-day's Decathlon events were the 100 Metres, Long Jump, Putting the Shot, High Jump and 400 Metres.

To-morrow's events are the 110 Metres Hurdles, Throwing the Discus, Pole Vault, Throwing the Javelin and the 1,500 Metres Int.

A surprise was occasioned in the normal Olympic events when Barbati (U.S.A.) won the 400 Metres, breasting the tape two

GIGANTIC SHANGHAI SCHEMES.

Greyhound Racing Tracks to Outdo London.

THREE MORE PLANNED.

Shanghai, Aug. 4.
Chinese officials are considerably perturbed following an announcement that native promoters are planning to establish three greyhound racing tracks in addition to the two already operating.

It is stated that a third track will be ready by the end of the year, while negotiations are proceeding for the purchase of land in the Bubbling Well area for the purpose of a track which will outdo anything in London if the scheme materialises.

The Chinese Racepayers' Association is remonstrating with the Municipality regarding the establishment of the third track, stating that it is demoralising to the middle-classes and is likely to lead to an increase in crime among the populace in consequence of betting losses.—*Our Own Correspondent.*

feet in front of the Canadian, Ball. Britain had some strong candidates who however failed to get into the first three.

As anticipated, Finland took the 5,000 Metres, the race evolving into a struggle between Nurmi and Ritola, Finland's greatest long-distance runners. Ritola beat his compatriot by 20 yards. The final results were as follows:

400 Metres.
Barbati (U.S.A.) 1
Ball (Canada) 2
Buechner (Germany) 3
Time: 47.4/5th seconds.
Won by two feet.

5,000 Metres.
Ritola (Finland) 1
Nurmi (Finland) 2
Wide (Sweden) 3
Time: 14 mins. 38 seconds.
Won by 20 yards.

Decathlon.

The leading positions in the Decathlon as the result of the five events concluded, are:
Jansson (Sweden) 4178.85
Jaervelin (Finland) 4156.03
Stewart (U.S.A.) 4127.69
Yrjoela (Finland) 4103.80
—*Reuter.*

To-Day's Programme.

The programme of events for to-day, other than the Decathlon, is appended:
4x100 Metres Relay (Heats).
4x100 Metres Relay—Ladies (Heats).
4,000 Metres Steeplechase (Final).
4x400 Metres Relay (Heats).

SCHOOLBOYS OFF TO CANADA.

PRINCE ON VALUE OF EMPIRE CONTACT.

ROYAL RANCH VISIT.

London, Aug. 3.
Starting on a tour of Canada and Newfoundland, 34 boys from different schools, who have been selected by the Public School Empire Tour Committee assembled at Euston Station this morning.

They were addressed by Mr. L. M. S. Amery, Dominions Secretary, and a letter from the Prince of Wales was read wishing the party a thoroughly enjoyable visit.

The Prince wrote:—"What you will see in Canada and the friendships you will make there will, I hope, form a bond which will last a lifetime."

"Every individual bond of that kind is of immense value in strengthening the universal bond which holds the whole British Empire together, and the earlier in life that we contract such bonds, the better it will be for the destiny of our race."

The Prince of Wales has invited the school boys to visit his ranch in Canada.—*British Wireless.*

GUNNERS CHARGED.

ALLEGED ASSAULT ON AN INDIAN CHAUFFEUR.

Gunner J. Brien and Gunner J. Timmony, R.A., of Lyceum Barracks, appeared this morning before Mr. R. E. Lindsell, charged with assaulting an Indian chauffeur in the early hours of this morning.

The police informed his Worship that the assault arose out of the soldiers' attempt to evade payment after taking a car ride from Causeway Bay to Shaikwan.

It was stated that the two soldiers on reaching Shaikwan offered the Indian a \$5 bill and demanded change. The chauffeur indicated that he had no change on him, whereupon the soldiers attempted to leave the car without paying.

The Indian apparently attempted to stop the men, with the result that they are said to have assaulted him. Police whistles were blown and Gunner Brien was arrested, Gunner Timmony making his escape.

When charged before Mr. R. E. Lindsell this morning, Brien denied the assault, but Timmony pleaded guilty.

The defendants were remanded.

RANGOON BISHOP.

NEW APPOINTMENT MADE.

London, Aug. 3.
H.M. the King has approved the appointment of the Right Reverend Norman Tubbs, Bishop of Tinnevely Ramanad and Madura, to the Bishopric of Rangoon, vacant by the resignation of the Right Reverend Rolleston Fyfe.—*British Wireless.*

The Rt. Rev. Norman H. Tubbs has been Bishop of Tinnevely, Madura and Ramanad since 1923. He has a long connexion with the Church in India, and some time ago published a Commentary of St. Mark's Gospel for Indian Schools. Rangoon's new Bishop was educated at Cambridge where he took Honours in Classical and Theological Triposes. After accepting the curacy of Whitechapel Parish Church in 1902, he resigned in 1905 to take the Sub-Wardenship of the Oxford and Cambridge Hostel, Allahabad, since when he has spent most of his life in India. At one time he was the Principal of Bishop's College, Calcutta.

The petition of Wm. Powell, Ltd., for the reduction of the capital of the Company from \$350,000 to \$100,000 is to be heard before the Chief Justice on Wednesday next.

Following a quarrel with her husband, a Chinese woman attempted to commit suicide by jumping into the street from the first floor of No. 14, Pelman Street. She was not successful in her object and was removed to the Kwong Wah Hospital with a number of broken bones.

NOTTS VETERAN IN FINE FORM.

BRILLIANT CRICKET BY GEORGE GUNN.

BOWLERS HAVE THEIR DAY AT LAST.

VERY LOW SCORING.

Bad weather seriously affecting cricket has been the universal experience in England during the past three days, and only three matches were brought to a definite conclusion. With the break up of the wickets, bowlers have been coming into their own and scoring was remarkably low, Hants making the highest total, while little Worcester, with 372 for nine wickets was a close second.

The outstanding bowling performance was that of Townsend, the Derby player, who took 8 Sussex wickets for 48 in the first innings and 5 for 63 in the second. A feature of the Sussex first innings was some sterling cricket by Bowley, who alone offered resistance to Townsend's wiles, and scored 104 out of 163.

Although Lancashire were not engaged, their position at the head of the table has been strengthened by Kent's defeat at Nottingham. Notts won by an innings against Kent at Gravesend in May, and repeated their success at Notts, on this occasion by nine wickets. Middlesex came a cropper at Bristol, although only a few hours' cricket was possible owing to rain.

RESULTS AT A GLANCE.

Notts defeated Kent by nine wickets.
Gloucester won on the first innings v. Middlesex.
Derby won on the first innings v. Sussex.
Worcester won on the first innings v. Glamorgan.
Yorkshire defeated Northants by ten wickets.
Hampshire won by an innings and 87 runs v. Essex.
West Indies v. Somerset. Match drawn.

BOWLERS HAPPY.

The principal individual performances were as follows:

Batting.

Quaife B. (Worcester) 135
Bowley (Sussex) 104
Newman (Hants) 102
Gunn (Notts) 100
Not Out.

Bowling.

Townsend (Derby) 8 for 48
Boyes (Hants) 5 for 38
Robinson (Yorkshire) 5 for 62
Rhodes (Yorkshire) 5 for 57
Maculay (Yorkshire) 5 for 58
Hammond (Gloucester) 5 for 60
Larwood (Notts) 4 for 28

KENT OUTPLAYED.

Brilliant Century by George Gunn at Nottingham.

For the second time this season, Notts defeated Kent. Kent won the toss in the match, which was played at Nottingham but disaster followed on their taking first knock, and though a big effort was made in the second innings to recover, a brilliant exhibition by George Gunn, the veteran Notts batsman, enabled the home side to run out winners by nine minutes.

Batting against time, Gunn attacked the bowling with vigour, scoring at a remarkable pace and contributing 100 out of 158 while he was at the wicket. The scores were:

Kent: 118 and 267.
Notts: 229 for 8 wickets (dec.) and 158 for 1 wicket.

Disaster followed disaster when Kent opened the game, wickets falling regularly, there being no semblance of a real stand. Larwood, who has recovered from his injury, bowled remarkably well, his four victims being taken at a cost of 28 runs.

Notts gained a lead of 111 and declared, rain interfering and indicating that the finish would be a tight one. Kent gave an improved display in their second innings, and after wiping off the arrears, set Notts the task of scoring 169 runs to win on a doubtful pitch. (Continued on Page 10.)

Bulls and Inners

From the Office Butts.

According to a historian, the Early Assyrians had alarm clocks. This probably explains why they were so early.

A journalist at Nantes, who exposed a spiritualist seance, nearly got away with the noose.

A Chicago man without arms got married the other day. How in the world is he ever going to defend himself?

In the olden days, they used to kiss and make up. Now they make up and kiss.

In 1863 a whale was sighted in Hongkong harbour, but since 1923 the presence of sharks ashore has called for no comment.

According to a fire extinguisher advertisement, the equipment "needs no periodic re-filling." Applied to humanity, this would make chit-signing a lost art.

We read in the Telegraph that the first issue of stamps in Hongkong was made in 1862. Victoria might now be named Albert Edwardville.

Some of these writers on the water question ought to dry up.

Some shots made by golf beginners at Fanling are simply topping.

Canton is evidently determined to make its voice heard. Orders have been placed for more loud speakers.

When France vowed she would retain the Davis Cup, she evidently counted Lacoste.

The coolie who injured another, by throwing a hammer at him, might have done very well in the Olympic Games.

Looks as if some of these Indian newspapers are a bit too Forward.

One of these days someone will summon the Government for aid in abetting noise through loud-speakers after ten o'clock.

A correspondent, short of temper and water, informs us that he has already given Mr. Claxton notice of a question to be put after August Bank Holiday.

The liquidation of marriage is frequently ascribed to the husband having too many booze-em-puls.

The Sikh who used bad language at the Grand Theatre must have seen the picture.

Judging by his achievements at the Olympic, Nurmi, "the flying Finn," isn't finished yet.

Wednesday was said to be the hottest day of the year. August the Thirtieth.

Little Jack Horner stood at a corner.

Counting the taxis and buses; When a traffic jam came he retired from the game—Engrossed in the passengers' cusses.

A Kowloon schoolgirl hasn't been late once in five years. She should make some man a good alarm-clock later on.

"Indian barbers are able to shave a man without waking him," says a writer. They ought to be popular with Government servants.

Lady Heath's flying exploits show that it's difficult to keep a clever woman down.

A yachting expert advises those taking part in races not to be in too much hurry to bring their boats into the "wind." He luffs best who luffs last!

Talking of Tattlers, tact is the ability to call a man a liar in terms which will convince him that you are expressing admiration of his truthfulness.



She: "You don't know how this aria carries me away!" He: "It must be very powerful!"

Some folk are never hard up for an excuse, but the palm is given this week to the Kowloon resident who came home and said he looked like that because he slipped on a wet plank.

We congratulate the contemporary who has revealed the fact that it first introduced a harbour tunnel into Hongkong. It has done the right thing in owning up.

"I was born in Aberdeen," says a Labour politician. That may have an explanation, but it is no excuse.

"Verses."—The only poet we know who earns money is a butcher in his spare time.

"Gladys."—The Ming Period is shaped somewhat differently to the ordinary punctuation mark.

A Peak pedestrian has insulted an Austin Seven driver by asking him why he didn't ring his bell!

We learn that "a paper on Bishopbriggs and Auchinairn Sewage Purification Works (Activated Sludge)" was read to the members of the Glasgow Association of Students of the Institution of Civil Engineers recently. The Brighter Britain movement spreads steadily.

It is felt that if we have any more sun we should call it summer and be on the safe side this year.

The Government is to spend \$1,000 on band concerts in the Public Gardens. It has also to face the music over the water shortage.

Police Court reports make reference to the possession of two pairs of "female trousers." As mere laymen, we can only conclude that these were quicker.

This Polish girl who won the discus-throwing event at the Olympiad would make a dangerous wife.

One thing, if they settle this extrajudicial question it should get an awkward word out of the way.

This week's simile: "As unlikely as a Y.M.C.A. resident going out to dinner on a Wednesday night."

During the recent heat wave, a New Yorker fried an egg on the pavement. Residents of Hongkong are of course hard boiled.



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INDECENCY CASE APPEAL.

BREACH OF IDENTIFICATION
PARADE RULES.

THE SENTENCE QUASHED.

Chung Yee-fan's appeal against the sentence of one month's imprisonment with hard labour, passed by Major C. Willson for indecent exposure in Kennedy Road before Mrs. Lea and Mrs. Leppard, has succeeded, judgment being delivered in his favour by the Chief Justice, (Sir Henry Gollan), and the Puisne Judge, (Mr. Justice Jackson), in the Court of Appeal yesterday afternoon.

Their Lordships came to the conclusion that the Crown had not proved the case beyond all reasonable doubt and therefore Chung Yee-fan was given the benefit of the doubt and discharged, Major Willson's decision being reversed.

Chung Yee-fan was represented by Mr. F. C. Jenkin, instructed by Mr. F. H. Losoby, of Messrs. Lee and Russ, while Mr. Somerset Fitzroy was for the Crown.

Only one judgment was delivered, being read by Sir Henry Gollan, Mr. Justice Jackson signifying his concurrence at the conclusion.

Sir Henry Gollan said:—This is the rehearing of a case in which Major Willson, Police Magistrate, convicted the appellant of having publicly exposed his person in Kennedy Road with intent to insult two ladies and sentenced him to one month's imprisonment with hard labour.

There was no dispute as to the offence charged having been committed on the occasion and at the place named in the charge, but it was strongly argued on behalf of the appellant that he had not been identified beyond reasonable doubt as the person who had in fact committed it.

Case for Crown.

The case for the prosecution was that on May 21, 1928, at about 7.30 p.m. two ladies, Mrs. Lea and Mrs. Leppard, were walking West along Kennedy Road to their houses in the Military Married Quarters, and had almost reached the place where MacDonnell Road joins Kennedy Road, when they noticed a man on a motor-cycle riding down MacDonnell Road into Kennedy Road. He passed them going East but very shortly afterwards the ladies again heard the cycle, and looking back they saw the rider dismount a few yards to the East of the junction of Kennedy and MacDonnell Roads, and lean the cycle on some railings on the North side of the road opposite a house called "The Hermitage."

The story is that this man passed them, and went along a few yards until he came to a lamp on the South side of the road, stood on the opposite side of the road to the lamp and there committed the offence charged; and the ladies passed him and had the opportunity of getting a clear view of him. But in the circumstances alleged it is not surprising to learn that they did not look at him closely. And here I should like to observe that I consider that Mrs. Lea and Mrs. Leppard have shown great and commendable public spirit in coming forward to give evidence on a charge so disgraceful as the present.

Ran Away.

Just after the ladies had passed the man, Mrs. Lea heard the voice of her little girl in the large compound in which her quarters are situated on the North side of Kennedy Road, and looking over the railings saw her husband and called to him to come up. The compound is below the level of Kennedy Road, and anyone desiring to get to the road must walk along a path and then mount some steps.

Immediately Mrs. Lea called to her husband, the man ran off East along Kennedy Road, and when Mr. Lea found the ladies they walked to the spot where the cycle had been left. They stood a short time there and then noticed a man walking up MacDonnell Road, whom the ladies saw was the man who had ridden the cycle and misconducted himself, but on Mrs.

Lea asking him whether the cycle was his, the latter said that it was not and disappeared up MacDonnell Road.

The ladies had therefore an opportunity of seeing the man: (a) When he first passed them on his cycle going East along Kennedy Road; and (b) when he passed them on foot after leaning his cycle against the railings. Also (c) while he stood opposite the lamp, and (d) when they saw him going up MacDonnell Road and Mr. Lea asked him if the cycle was his.

Police Arrive.

Within two hours of the occurrence sub-Inspector Smith, Sergt. Flattery, and Li Chau, a detective, appeared on the scene in consequence of a telephone message sent by Mr. Lea to the Central Police Station.

They first of all went to the place where the cycle had been left, and brought it to the steps leading down to the Leas' quarters, and then Smith and Flattery went down to the quarters, leaving Li Chau in charge of the cycle.

According to Sergt. Flattery the description then given by the two ladies, talking together, was that the man who committed the offence was "short, thick-set, looked like a Japanese and was wearing gaiters," and on cross-examination, he definitely stated that this was the total of the description given by them. The two ladies used the word "gaiters," as did Sergt. Flattery, when they gave evidence before the Police Magistrate, but before this Court the ladies said that they did not mean gaiters in the ordinary meaning of the word, but mackintosh overalls, and Flattery said that he understood the two ladies, from the description they gave, to mean overalls, I can understand the mistake in the use of the word by the ladies, but it seems remarkable that though the sergeant must know what gaiters really are, and says he understood from the ladies that they were in fact referring to overalls, that he should have persisted in the use of the word "gaiters" before the Police Magistrate.

Mrs. Lea and Mrs. Leppard both say that they told Sergt. Flattery that the man was wearing a white shirt, but with this statement the sergeant disagrees.

Owner Of Cycle.

When Sub-Inspr. Smith and Sergt. Flattery left the Leas' quarters and returned to the spot where they had left Li Chau in charge of the cycle, they found defendant there. He claimed the bicycle as his, and was dressed in a fawn coloured palm beach coat, khaki shirt, and grey trousers, but Flattery says he had neither hat nor tie.

According to the evidence of Li Chau, defendant had come along Kennedy Road from the East and had claimed the cycle as his but had been told to await the arrival of the European Officers. Li Chau also said that he had first seen defendant coming from the East when the latter was about 60 feet away.

It is to be observed that neither before the Police Magistrate nor in this Court was Li Chau asked any questions bearing on his statement that he had first seen defendant

OUR GENUINE

SUMMER SALE

OF
LADIES' WEAR

HATS,

HOSE,

SHOES,

FROCKS,

RAINCOATS,

&c., &c.

Commences:

TUESDAY, AUGUST 7th.
BIG REDUCTIONS.

approaching the cycle from the East. Defendant, when in the witness box, gave an explanation of this somewhat curious fact with which I will deal later; but it will be observed that the cycle had been left near the junction of Kennedy and MacDonnell Roads and the fact of the case would lead one to expect that the man who left the cycle there would have walked down MacDonnell Road when in search of the cycle.

Identification Parade.

Next morning—May 22, 1928—at about 11 a.m. there was an identification parade held by Assistant Superintendent Kent at which the two ladies distinctly say that they identified defendant without hesitation as the man who had committed the offence.

Assistant Superintendent Kent took down what Mrs. Lea and Mrs. Leppard said in the presence and hearing of defendant when they identified the latter. Mrs. Lea is stated to have said "From the build and appearance of the suspect, he is the man. I did not see his face."

In cross-examination, Mrs. Lea said that by the words "build and appearance" she meant the same thing, i.e., that the man she saw committing the offence was thick-set. She further admitted that there were on parade two or three other men who were also thick-set; but she maintained that she recognised defendant as the offender.

Mrs. Leppard is recorded as having said: "I think from the appearance and build that is the man. It was dark at the time and I could not see his face clearly."

When giving evidence before this Court she stated she could not exactly remember what she said at the parade, but that she must have said something similar to what is recorded. Before this Court she used a different form of words. She said "I saw the outline, appearance and features of the man and recognised him."

Lady's Description.

In cross-examination she said that by "outline" she meant "build" and that by "appearance" she also meant "build," and that by "build" she meant that the offender was thick-set. By "features" she said she meant face, nose and hair. She went on to explain that when the offender passed her twice on foot as has been described, she got a view of his side face, and that when he was opposite the

lamp committing the offence she got a view of his full face; though, as she explained, this last view was not a very prolonged one in the circumstances.

Before us she expressed herself very emphatically as being in a position to recognise the offender if she had met him in the street, but the words taken down by Assistant Superintendent Kent are certainly not emphatic.

It now becomes necessary to consider the circumstances under which this particular identification parade was held.

Parade Criticised.

Identification parades necessarily play a large part in police procedure, and, if held under proper safeguards, may, and do, furnish very valuable evidence. But it is obvious that they are capable of inducing very serious miscarriages of justice. It is for that reason

(Continued on Page 14.)

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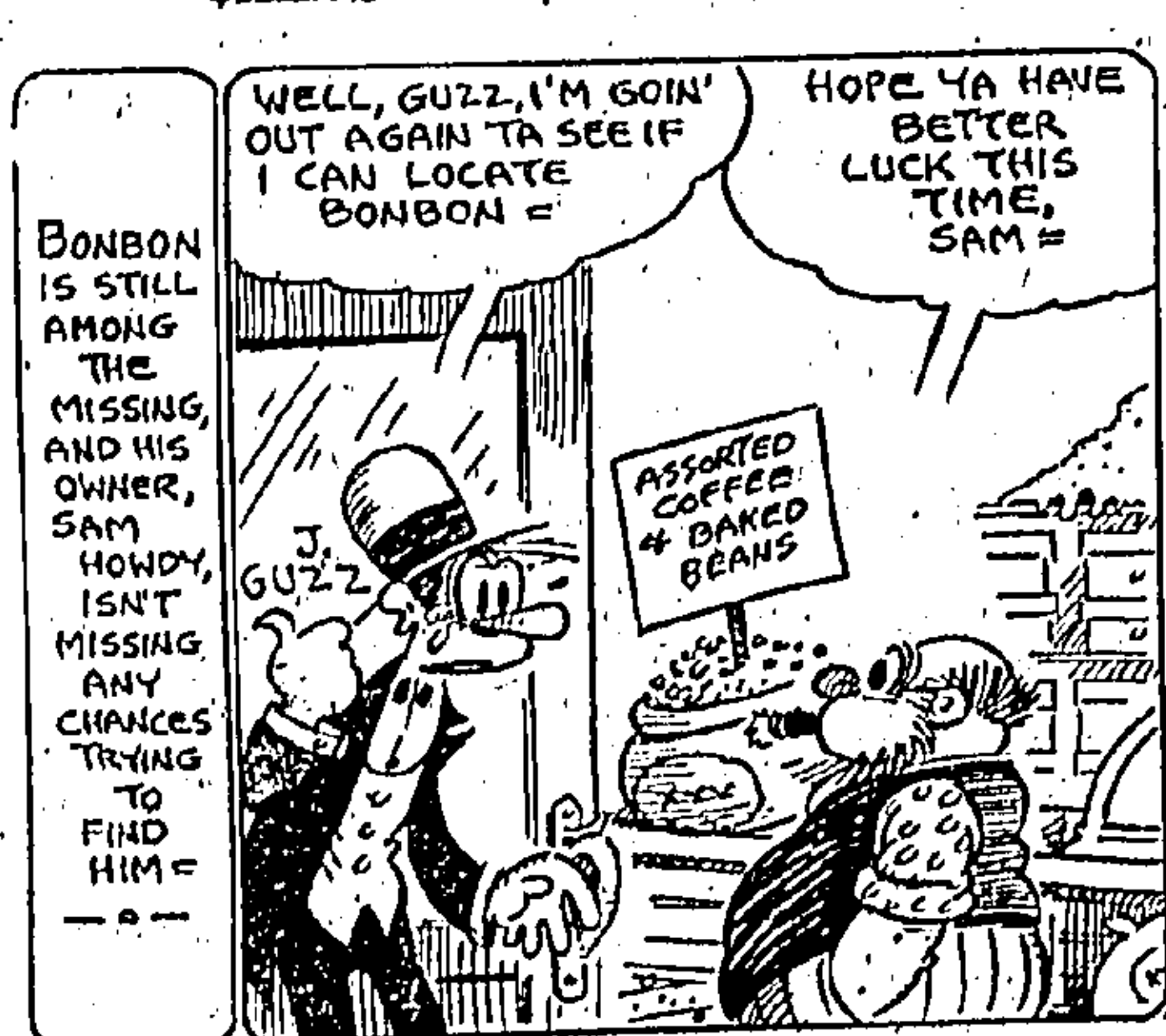
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Ah, Ha! A Clue!

By Small



Bridal group taken at the Commodore's Bungalow after the wedding of Lieut. J. Hale, R.N., and Miss Moira Friend, recently arrived from Home. (Photo: Ming Yuen).



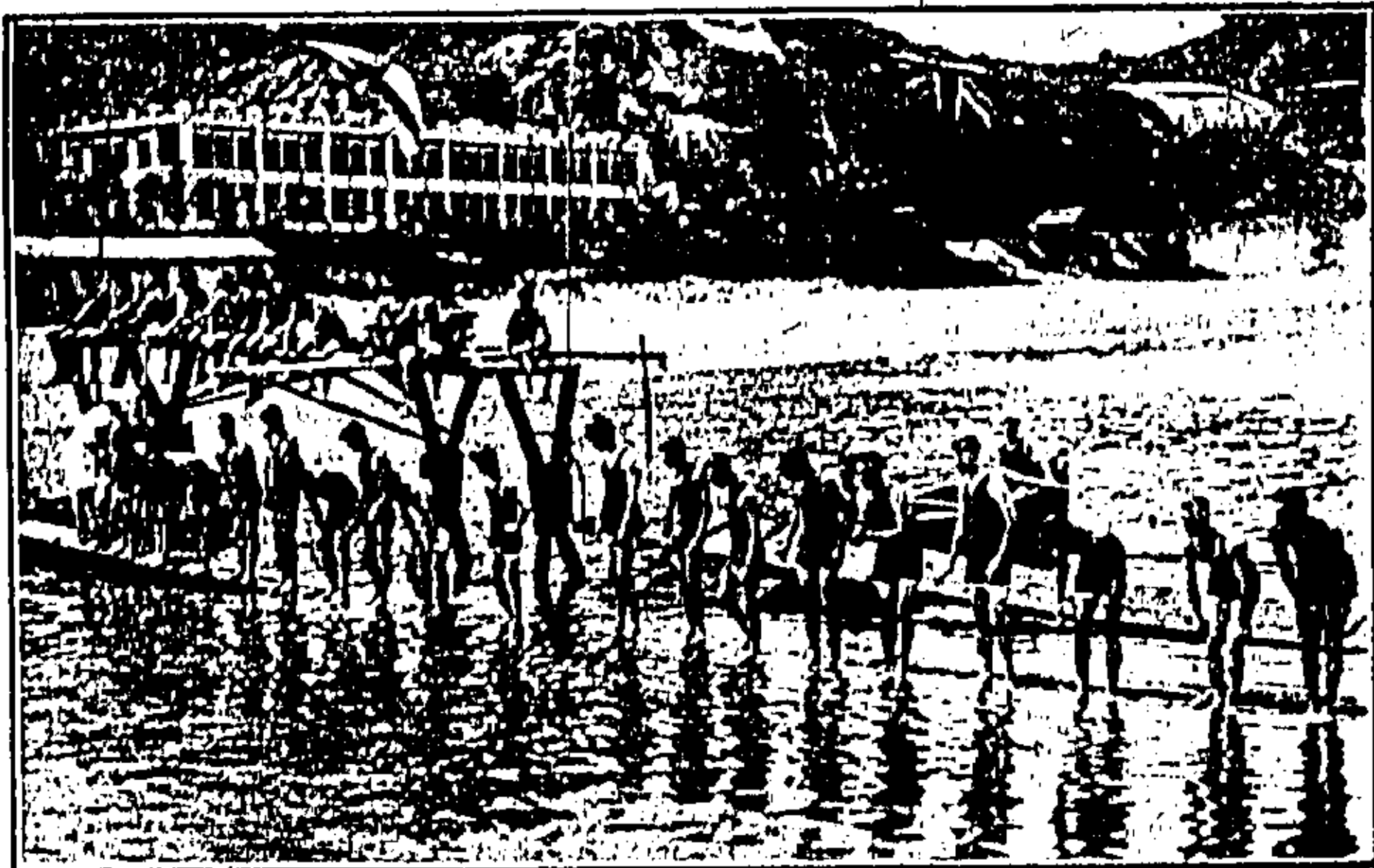
There's plenty of action in this picture, taken at the K. O. S. B.'s swimming gala on Minden Day. (Photo: Mee Cheung).



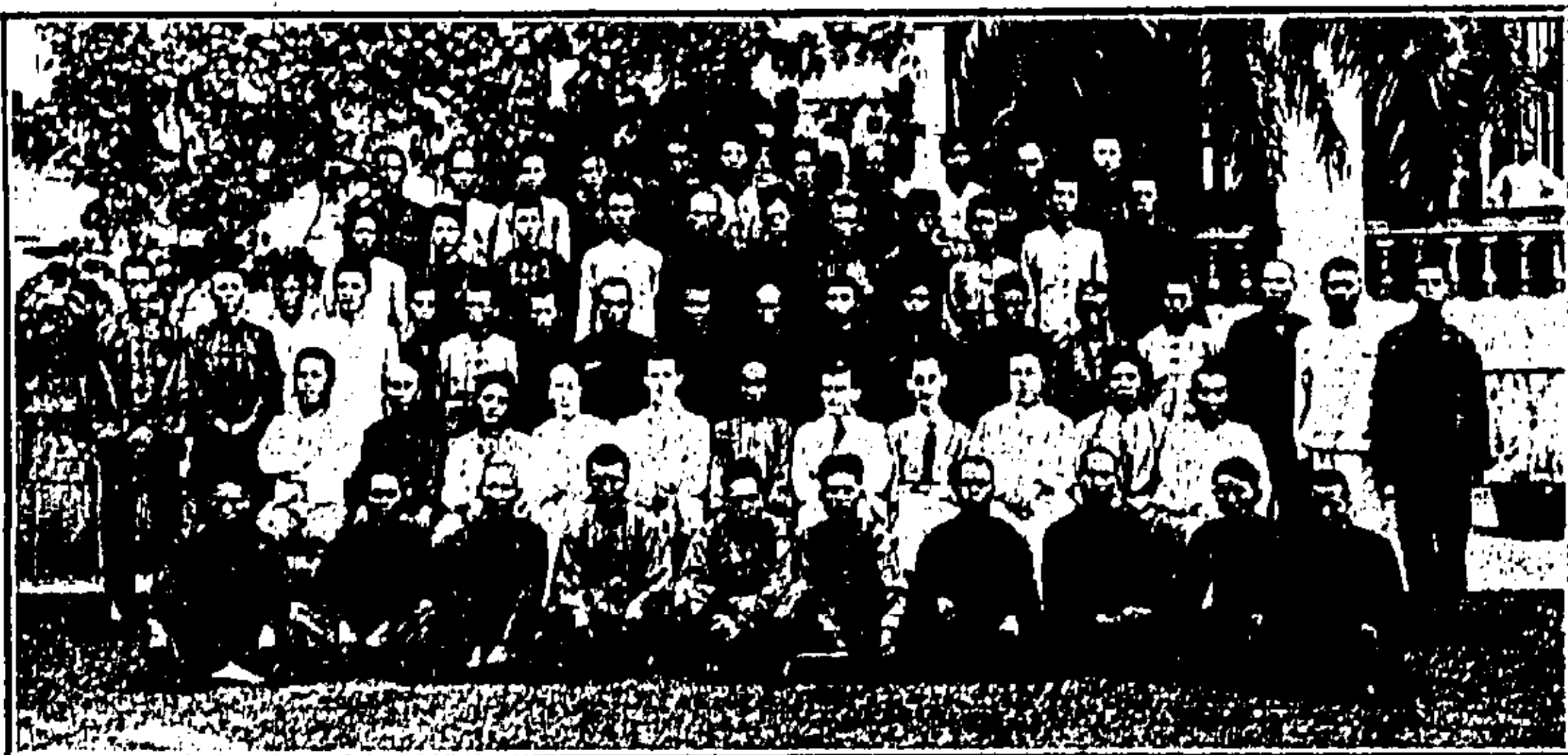
Snapped at the Hale-Friend wedding. The bridal couple leaving the Cathedral under an arch of swords. (Photo: Ming Yuen).



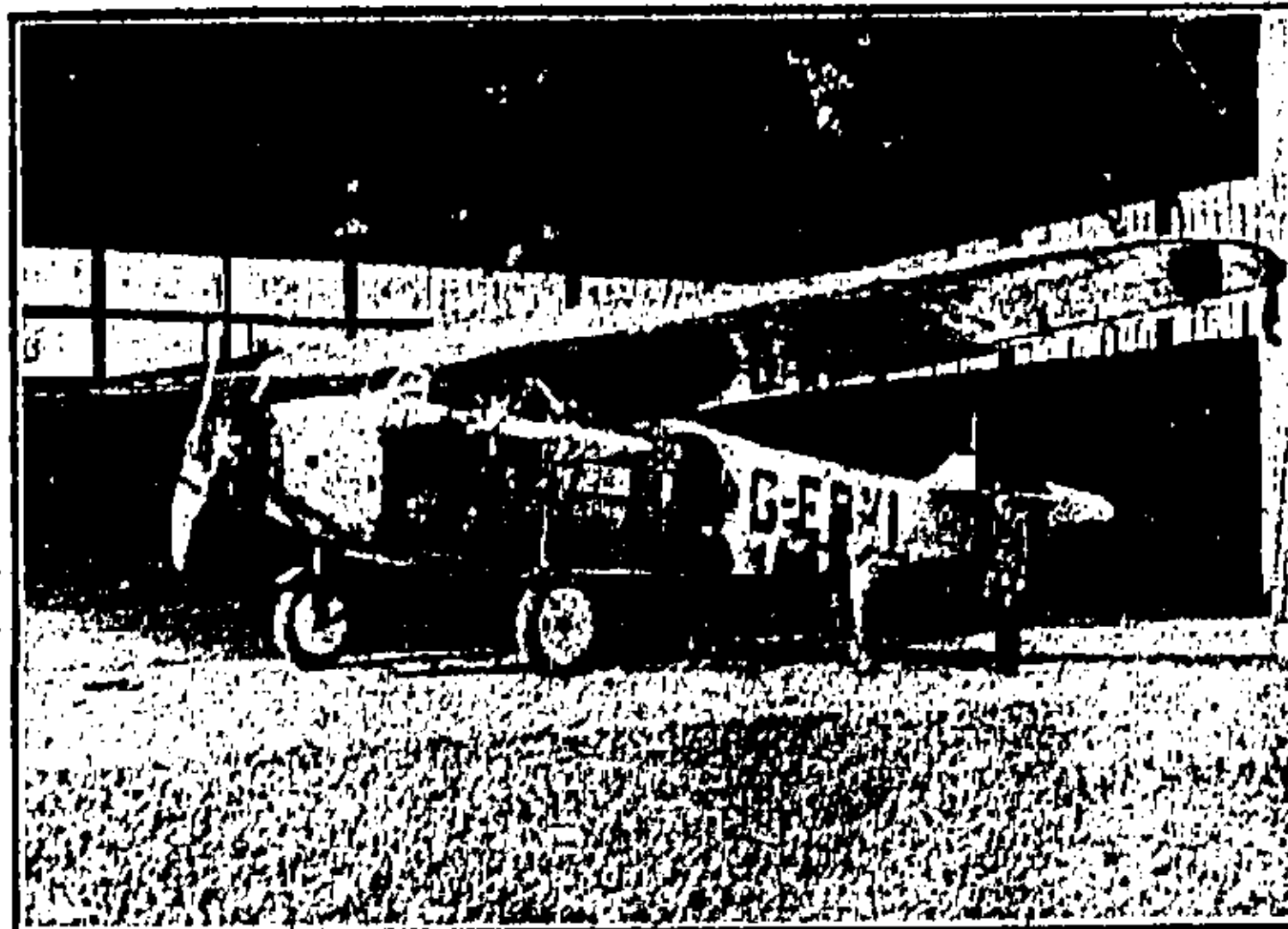
Above is the No. 5 Platoon of the 2nd Batta. King's Own Scottish Borderers, with sporting trophies. (Photo: Ming Yuen).



The K. O. S. B. swimming gala on Minden Day, at the Kowloon Dock Recreation Club's beach, was a great success. The above pictures show the start of two of the swimming events. (Photos: Mee Cheung).



Above is the staff of the Botanical and Forestry Department, one of the Government departments which does much to beautify the Colony. (Photo: Mee Cheung).



This picture shows the Fokker aeroplane from which Capt. Loewenstein, the Belgian millionaire, disappeared while crossing the Channel. (Photo: Central News).

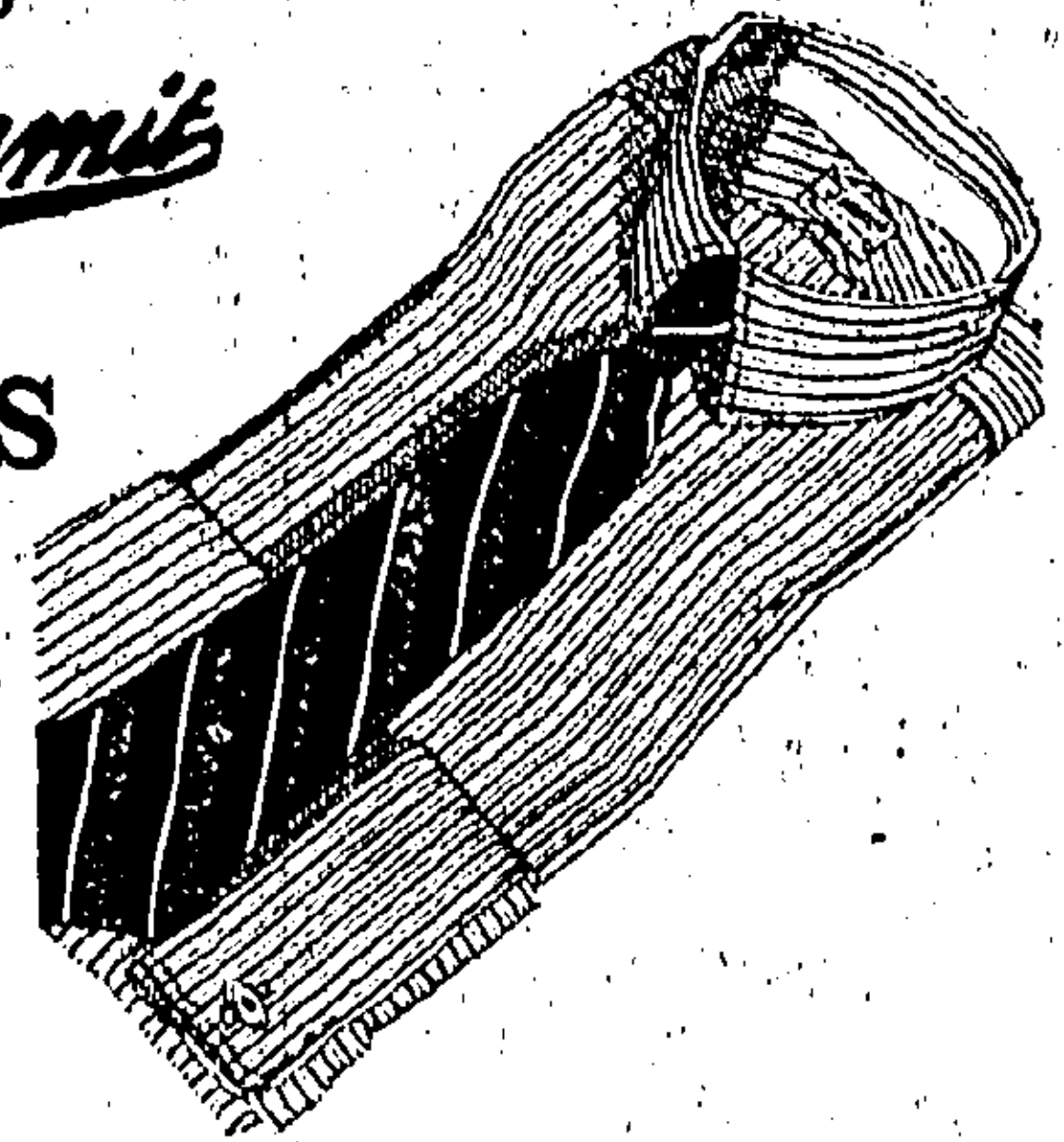


The water shortage in Hongkong is causing considerable inconvenience to the Chinese community, who have to queue-up at the street fountains for supplies. As shown in these pictures, all manner of receptacles are brought along for the purpose of being filled.

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Best English Print of fine texture and finish, neat pin stripes or bolder effects in two or three colours—all guaranteed fast.

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344, 363, 371, 374, 376, 381
385, 387, 396, 397.

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FAMILY HOTEL.—Victoria Gardens. Quiet apartments and suites of rooms. Full board from \$85, \$110, \$130, monthly. Large commodious rooms. Also daily rates; five minutes from ferry, next new Hotel, Hankow Road, Kowloon, Tel. K.357.

PREMISES TO LET.

TO LET.—Furnished in Kowloon, to let, six roomed house, five minutes from Ferry, from 15th August. Terms \$200.00 per month. Write Box No. 397, care of "Hongkong Telegraph."

TO LET.—Furnished rooms to let in Kowloon, five minutes from Ferry. Prices per month from \$10.00 upwards. Write to Box No. 398, care of "Hongkong Telegraph."

TO LET.—Office Rooms, 2nd floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET.—One European FLAT, Vanchai, Gap Road, Hongkong. Apply to 32, Kennedy Road.

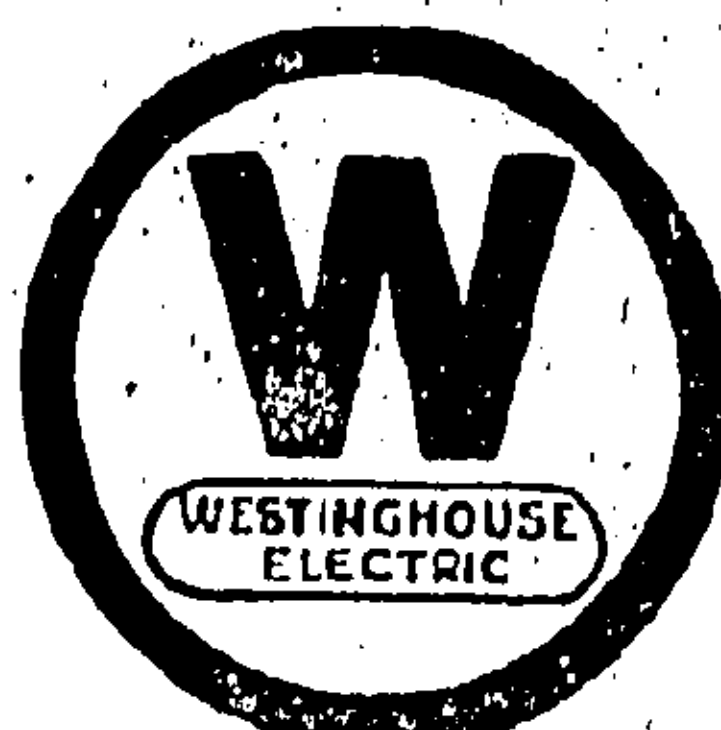
TO LET.—European Flats Nos. 41 and 43, Kennedy Road. Apply Thornhill Aerated Water Factory, 154, Praya East. Phone C.547.

ARE YOU SICK? Why Continue To Suffer. Get The Pao On Chinese Herbs and Get Well. Constipation; Rheumatism; Dropsy; Typhoid Fever; Nervousness; and Diabetics. Yee Foo Lun, Chinese Herbalist, Managing Director, Entrance 66, Queen's Road Central, Tel. C. 5009.

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New Advertisements.

BANK HOLIDAYS.

In accordance with Ordinance No. 5, of 1912, The Exchange Banks will be closed for the transaction of public business on Monday, the 6th of August. Hongkong, 31st July, 1928.

NOTICE.

We have pleasure in announcing our appointment by the Celotex Company, Chicago, as their Sole Agents for Hongkong, Macao and South China, for the sale of Celotex Insulating Lumber.

Ample stocks are at present en route, and full particulars may be had on application.

SHEWAN TOMES & CO.

HONGKONG ST. ANDREW'S SOCIETY.

A Farewell Tiffin is being given to Mr. A. K. Henderson at the Hongkong Hotel, on Wednesday, 15th August, 1928.

Members who intend being present are requested to advise the undersigned as early as possible.

E. M. BRYDEN, c/o Lowe, Bingham & Matthews, Joint Hon. Secretary.

HONGKONG TRAMWAYS LTD.

An INTERIM DIVIDEND of Sixty cents per share has been declared payable on WEDNESDAY, 22nd August next, on and after which date Dividend Warrants may be obtained upon application at the Registered Office of the Company, Canal Road East, Bowrington, Hongkong.

NOTICE IS HEREBY GIVEN that the REGISTER OF MEMBERS of the Company will be closed from WEDNESDAY, 8th August to TUESDAY, 21st August, 1928, both days inclusive.

By Order of the Board,

L. C. F. BELLAMY, General Manager. Hongkong, 30th July, 1928.

THE ROYAL HONGKONG GOLF CLUB.

Notice is hereby given that an Extraordinary General Meeting of the members of the above Club will be held at the registered offices of the Club, York Building, on the 14th day of August, 1928, at 5.15 o'clock in the afternoon when the following resolution will be proposed as an extraordinary resolution:

"That the regulations contained in the printed document submitted to the meeting (a copy whereof may be seen at the Club's registered office) and for the purpose of identification subscribed by the Captain thereof be and the same are hereby approved and that such regulations be and they are hereby adopted as the Articles of the Club in substitution for, and to the exclusion of, all existing Articles thereof."

And notice is hereby also given that a further Extraordinary General Meeting of the members of the above Club will be held at the registered office of the Club, York Building, aforesaid on the 30th day of August, 1928, at 5.15 o'clock in the afternoon for the purpose of receiving a report of the proceedings at the above mentioned meeting, and of confirming, if thought fit, as a special resolution the above mentioned resolution.

Dated the third day of August, 1928.

By Order of the committee, B. O. BLAKER, Acting Secretary.

HONGKONG AUTOMOBILE ASSOCIATION.

GRAND TATTOO

11th, 12th & 13th September.

The Automobile Association propose to organize a Motor Parade on one of the evenings during the Grand Tattoo.

If sufficient entries are forthcoming three prizes will be given by the Association for the most original or best decorated Vehicles in each of the following classes:

- 1 Cars or Lorries representing the Trade.
- 2 Private Cars.
- 3 Motor Cycles with or without Side Cars.

A registration or entrance fee of \$1 must accompany all entries.

ENTRIES WILL CLOSE ON FRIDAY, the 7th SEPTEMBER. All communications to be addressed to

C. M. MANNERS, c/o Hongkong & Kowloon Wharf & Godown Co., Ltd.,

CHURCH NOTICES.

To-morrow the Ninth Sunday After Trinity.

LOCAL SERVICES.

St. John's Cathedral, Hongkong August 6th 1928, Ninth Sunday after Trinity. Holy Communion 8 a.m., Children's Service 10.15 a.m., Sunday School at Peak School 10 a.m., Matins 11 a.m. Preacher: The Dean, "Aspects of Holy Communion." Evensong 6 p.m. Preacher: The Dean, "The Book of Jonah." Social Evening in Cathedral Hall after Evensong.

Wesleyan Methodist Church, Queen's Road East, Sunday Services Morning, 10.15 a.m. Preacher: Rev. J. C. Knight. Anstey, Evening 6 p.m. Preacher: Mr. W. H. Smith. Holy Communion after the morning Service. Sailors and Soldiers Home, Arsenal Street, Sunday, 3 p.m. Men's Bible Class. 8.15 p.m. "Service Men's Hour" A Hearty Welcome to All.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject "Spirit." The Sunday School is held on Sunday Mornings at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 8 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

S. D. A. Hall, 7, Duddell Street, first floor. Sunday night, August 5th at 8.30 p.m. Sermon given by Pastor Lyman W. Shaw, "By What Is Future Life Assured?" You are invited.

GRAND TATTOO

11th, 12th & 13th September.

SCENARIO

Ladies and Gentlemen are wanted to perform in the Spectacular Scenario.

Performers will appear in Old English and Scottish scenes. Singing is not essential, but some vocalists are required.

Names and addresses to be sent, immediately, to Hon. Sec. at Y. M. C. A. City Hall.

The first rehearsal will be held on Tuesday next, (August 7th).

Time and place will be announced later.

FOUR CITIES HONOURED.

MAYORS RAISED TO DIGNITY OF LORD MAYORS.

The King has, on the recommendation of the Home Secretary, commanded that the Chief Magistrates for the time being of the cities of Nottingham, Leicester, Stoke-on-Trent, and Portsmouth shall bear the style and title of Lord Mayor.

This announcement brings up the number of cities with Lord Mayors to 17. The 13 cities which already enjoy the dignity are London, Birmingham, Bradford, Bristol, Hull, Leeds, Liverpool, Manchester, Newcastle, Norwich, Sheffield, York, and Cardiff.

It was first urged in 1911 that Portsmouth, the premier naval port of the Empire, should be recognized as a city. In March 1926, the King raised the borough to that dignity, and in October last Portsmouth became a Cathedral city.

The four cities now honoured have each a population of about a quarter of a million.

CHINA AUCTION ROOMS.

6, DUDDELL STREET, AND 2A, D'AGUIAR STREET. Auction of Household and Office Furniture and Sundry goods every TUESDAY, and FRIDAY, at 2.30 p.m., at No. 2A, D'Aguiar Street. Tel:—C.4458, 6, Duddell Street, C.6921, 2A, D'Aguiar Street.

Workmen excavating in Barking found the remains of a young adult, which had apparently lain there for a long period.

LETTER GOLF.

Here's a short way to reach OLD AGE in case time doesn't move fast enough. Par is four.

O	L	D
A	G	E

1—The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW to HEN, in three strokes, COW, HOW, HEW, HEN.

2—You can change only one letter at a time.

3—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.

4—The order of letters cannot be changed.

One solution is printed on another page of this issue.

COMING TO THE QUEEN'S



SWANSON in SADIE THOMPSON

Based on the story "Rain" By W. SOMERSET MAUGHAM. Directed by RAOUL WALSH.

Piercing drama on an isle in the tropic South Seas! The star of stars in the picture of pictures! Gloria Swanson, gorgeous exponent of emotion in the finest film of her career! "Sadie's the lady you'll never forget!"

United Artists Picture

WEDNESDAY TO SATURDAY

At 2.30, 5.00, 7.15 and 9.30. Usual Prices—Advance Booking Now Open.

POST OFFICE NOTICE

GENERAL HOLIDAY.

On Monday, 6th August, the G. P. O. and the Branch Post Offices will be open from 8 a.m. to 9 a.m.

There will be one collection from the pillar-boxes and one delivery of correspondence on Sundays, and also one delivery of registered correspondence at 9 a.m.

The Money Order Office will be entirely closed.

INWARD MAILS.

From	For	Due
Canada, U.S.A., Japan and Shanghai	Pres. Madison	August 4
Straits	Nam Sang	August 4
Shanghai	Shantung	August 4
Manila	Emp. of Canada	August 5
Manila	Pres. Cleveland	August 5
Shanghai and Amoy	Linan	August 6
Australia and Manila	Tanda	August 8
Japan and Shanghai	Atsuta Maru	August 10
U.S.A., Honolulu, Japan, and S'hai	Pres. Harrison	August 11
U.S.A., Honolulu, Japan, and S'hai	President Pierce	August 12
Australia and Manila	Tango Maru	August 13

OUTWARD MAILS.

For	Date and Time.
Manila and Australia via Brisbane	Sat., Aug. 4, 4.15 p.m.
Registration	4.15 p.m.
Letters	5 p.m.
(Due Brisbane 22nd August)	
Sam Shui and Wuchow	Sun., Aug. 4, 4 p.m.
Manila	Pres. Madison Sat., Aug. 4, 4.30 p.m.
Amoy	Nam Sang Sat., Aug. 4, 5 p.m.
Straits, Ceylon, India, Mauritius, L. Marques, and E. and S. Africa	Canada Maru Sat., Aug. 4, 5 p.m.
Bombardier	Sat., Aug. 4, 5 p.m.
Formosa	Kaying Sun., Aug. 5, 9 a.m.
Bangkok via Swatow	Kishu Maru Sun., July 5, 9 a.m.
Swatow, Amoy and Formosa	Tai Ming Sun., Aug. 5, 11 a.m.
Sam Shui and Wuchow	Taining Sun., Aug. 5, 4.30 p.m.
Swatow	Hydrangea Mon., Aug. 6, 9 a.m.
Shanghai and Japan	Suwa Maru Mon., Aug. 6, 9 a.m.
Amoy	Shantung Mon., Aug. 6, 9 a.m.
Straits and Calcutta	Hosang Mon., August 6
Letters	9 a.m.
Shanghai, and Japan	Suwa Maru Mon., Aug. 6, 10.30 a.m.
Straits and Calcutta	Ho Sang Mon., Aug. 6
Letters	noon
Shanghai, Japan, Canada, U.S.A., C. & S. America and Europe via Victoria B.C.	Pres. Cleveland Tues., Aug. 7, 9 a.m.
Registration	9.45 a.m.
Letters	10.30 a.m.
(Due Victoria, B.C., 27th August.)	
Swatow, Amoy and Fochow	Haiching Tues., Aug. 7, 2 p.m.
Straits, Egypt and Europe via Marseilles	Gladius Tues., Aug. 7
Registration	K. P. O. 1 p.m.
Letters	G. P. O. 1 p.m.
(Due Marseilles 7th September.)	
Japan, Canada, U.S.A., C. & S. America and Europe via Vancouver B.C.	Empress of Canada Tues., July 7, 3 p.m.
Registration	3 p.m.
Letters	4.15 p.m.
(Due Vancouver B.C. 26th August.)	
Shanghai and Europe via Siberia	Empress of Canada Tues., Aug. 7, 3 p.m.
Registration	4.15 p.m.
Letters	6 p.m.

Shanghai, Japan, Canada, U.S.A., C. & S. America and Europe via Victoria B.C.

Swatow, Amoy and Fochow

Straits, Egypt and Europe via Marseilles

Japan, Canada, U.S.A., C. & S. America and Europe via Vancouver B.C.

Shanghai and Europe via Siberia

Shanghai, Japan, Honolulu, Canada, U.S.A., C. & S. America and Europe via San Francisco

Swatow

Shanghai and Europe via Siberia

Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt, and Europe via Marseilles

Wol-Hai-Wel

Bangkok via Swatow

Straits and Calcutta

QUEEN'S THEATRE

Farewell Performance

TO-NIGHT

SATURDAY, AUGUST 4th.

THE WORLD FAMOUS MAGICIAN

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Prices of Admission \$3, \$2 and \$1.

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To the extent that your present value is under-written by life insurance, this value is made good to your dependents.

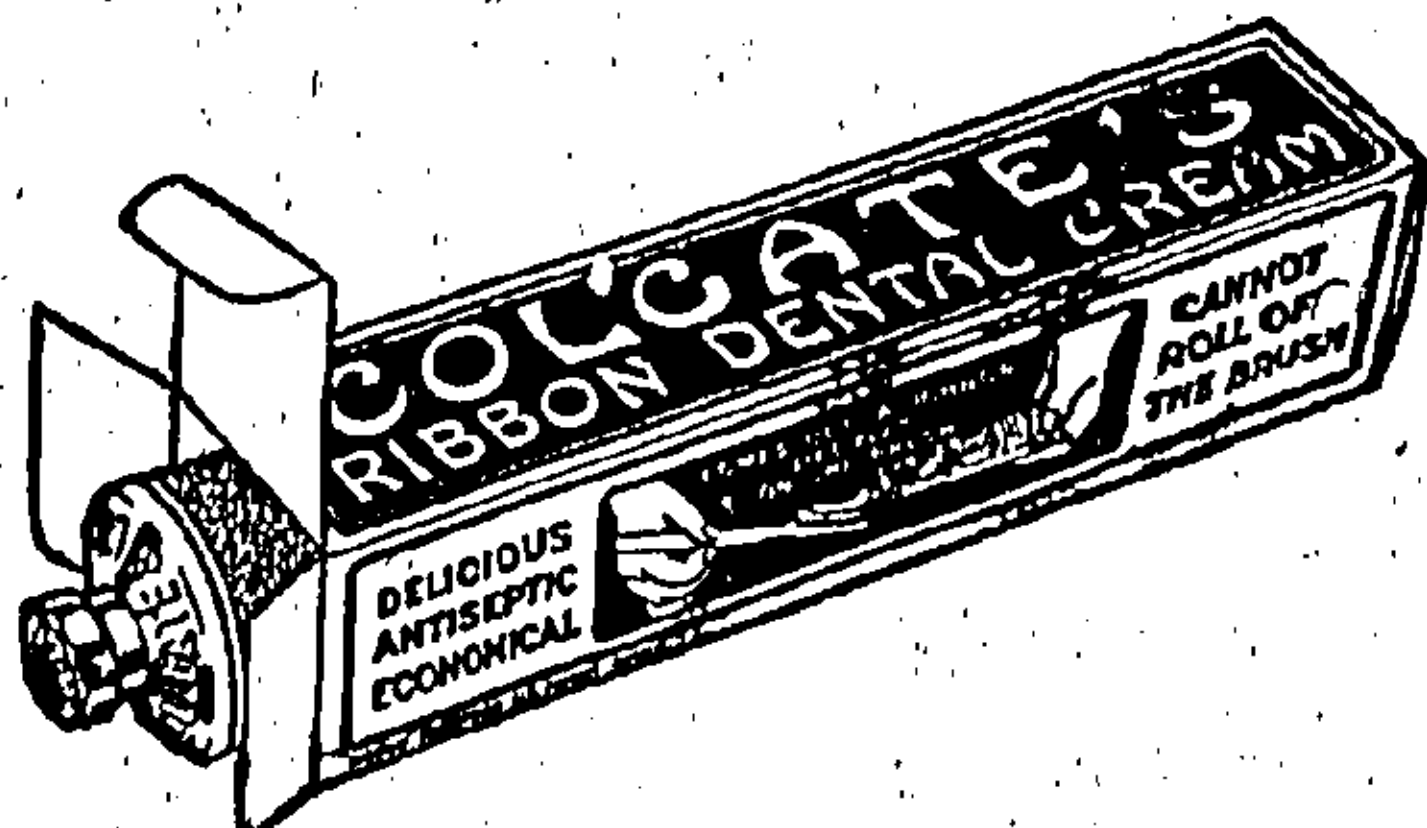
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No the old one.
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By whom?
Where?

You are like the people coming from Jerusalem.

Have your never heard that the

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For your floor—furniture—and
every domestic article requiring
a stained and varnished finish

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Oaks—Walnut
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Rosewood—Ebony Black

Can be applied by anyone.
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SHANGHAI.

HONGKONG.

FIRST CASE OF ITS KIND
SINCE 1857.

ALLEGED ENTICING AWAY
OF WIFE.

"I do not think that there has been a case quite like this since 1857," said Mr. Justice Swift, when the hearing was resumed in the King's Bench Division of a case in which an Army officer was said to have enticed away the young wife of another officer.

Major Capel Ritchie Langstaffe Capel-Smith, of Rosary-gardens, Kensington, sued Major Bernard A. S. Dyer, of The Moorings, Farnham, claiming damages in respect of the enticement of his wife.

The plaintiff and the defendant were both officers in the R.A.S.C. at Aldershot, and Major Dyer became friendly with Mrs. Capel-Smith, attending dances with her every week at the officers' club.

Major Capel-Smith, who did not dance, raised no objection at first, but eventually became suspicious. One night he went to the garage at his house and alleged that he found his wife and Major Dyer in a motor-car with the lights out and the hood up.

Later he went to India, and shortly after his arrival received information which caused him to return to England. He began divorce proceedings, but did not continue them, because, he said, he desired a reconciliation with his wife, who, however, refused to return to him.

"A Certain Swear Word."

When Major Capel-Smith entered the witness-box, he was cross-examined by Mr. Norman Birkett, K.C.

Mr. Norman Birkett—In 1920 were your wife's parents averse to the marriage?—No.

Do you remember taking her by her neck on one occasion and almost strangling her?—I don't.

He also denied that he ever threw a jug of water over her or knocked her downstairs on one occasion.

Mr. Norman Birkett suggested that, on one occasion, when complaining about his wife's visitors, Major Capel-Smith told her that he would not have his house turned into a hotel.

"Indeed I did not," he replied. "You have been trying to make out that I am a foul-mouthed man, and it won't do. I won't have it."

Mr. Birkett said that in his previous evidence he had agreed that he sometimes used a certain swear word about inanimate things.

Major Capel-Smith—Yes I do, and I daresay you do yourself. (Laughter.)

Mr. Justice Swift told Major Capel-Smith that he must control himself and answer the questions properly.

Major Capel-Smith further repudiated a suggestion that he once threw the crockery on the breakfast tray at his wife.

An "Awful Dream."

Mr. Birkett read from a letter written from India by Major Capel-Smith to his wife, in which he said:

"I have just had an awful dream about you which broke my heart. Oh, baby, I worship you. I dreamt that you did not love and care for me. Oh, baby, I am so unhappy about it, as I love you more than my life, and I feel so acutely that I am not really loved. Most precious darling little wife, I long for you to join me in India, and yet I dread it, for the men there flirt with every woman but their own wives, and, darling, I am so jealous of you."

Major Capel-Smith said that Major Dyer's nickname was "Bass." He was generally known in the Army as "Bass" Dyer.

Mr. Justice Swift—I suppose he was called "Bass" because his initials are B. A. S.?

Mr. Birkett—Yes.

Major Capel-Smith later stated that he had to press the charge of adultery to win his case.

"It is no pleasure to me," he said, "to prove adultery. I don't like to prove adultery. I hate it. I thought, that, when Major Dyer realised that his rascally conduct would be exposed to the whole world in the High Court, he would tell my wife to go back to her husband. I thought he would not see it."

Mr. Birkett submitted that a King's Bench Court could not try an issue of adultery.

Mr. Justice Swift said that it was not an action in which damages could be given for adultery, but he did not see how he could exclude evidence of enticement merely because it also tended to prove adultery. He added that he did not think that there had been a case quite like this since 1857.

"Who was That, Daddie?"

Re-examined by Mr. Singleton, K.C., Major Capel-Smith described a visit paid by his wife, when he was living with his son apart from her on his return from India. "She gave the child one kiss with about as much affection as I should kiss this paper," he said, holding a bundle of copies of the correspondence.

He added: "She left the room after a stay of three or four min-

"OUR PRICELESS
HERITAGE."

MR. BALDWIN WARNS
MOTORISTS.

Mr. Baldwin recently received the freedom of Winchester.

The beauty of the country, he said, was the wealth and glory of England, and our priceless and irreplaceable heritage.

Care must be taken that it was not destroyed by the motorist.

The Prime Minister was accompanied by Mrs. Baldwin. The only other freemen of Winchester are the Prince of Wales, the Duke of Connaught and the Earl of Northbrook.

The casket was made by Winchester craftsmen from oak taken from the cathedral and college. It was inscribed:

To a lover of England who bears the burden of her greatness.

At the ceremony at the Guildhall Mr. Baldwin said: "The experience which I have had has convinced me that whatever faults our people commit, whatever blunders they make, yet there is to-day, as there has always been among Englishmen, a richness of character, energy, and achievement."

Glory of England.

Mr. Baldwin, responding to the toast of his health at the luncheon, remarked that there was no more suitable place than Winchester at which to speak of his desire to preserve the beauty of the country. That beauty, which had been saved through the centuries, was the wealth and glory of England, and there could be nothing more disastrous, more wicked, on our part, than to dissipate it, and to destroy in our profanity that priceless and irreplaceable heritage.

About a hundred years ago they had a perfect epidemic of ugliness, which began with our industrial system. There had been symptoms in recent years, of the same thing happening again. He had recently read a statement by a well-known architect that it was no exaggeration to say that in 50 years' time, at the present rate of so-called improvement, there would be inevitable destruction of the beauty and charm with which our ancestors enhanced their towns and villages. But there was nothing inevitable in this world unless we chose to make it so.

To whatever party we may belong, the Prime Minister proceeded, we may agree that there are two duties for all of us—in our country, and make sure that we only perpetuate the good in which is new. If we cannot make works of genius, and I do not say we cannot, let us take all the greater care to preserve those we have.

For too long, people had forgotten what a genius there was in the ordinary people of this country for music, architecture, and art. There was no more encouraging feature in these days than the way in which, after those gifts had been long submerged, they were beginning to be evident again.

After all, added Mr. Baldwin, the English stock is a true stock, and our people are the same as those who built our cathedrals and village churches, and who carved the sculptures and screens inside them. The talent is there, and it is beginning to come out. Every time I see it come out I rejoice.

Rules for Motorists.

Mr. Baldwin added that no country was more beautiful than England, and they must take care that its peace and seclusion were not destroyed by the motor. There was no corner safe from cars, especially since the motor-car had come into existence. He wished to strike a note of warning. It was possible to see beautiful things without destroying their beauty for other people.

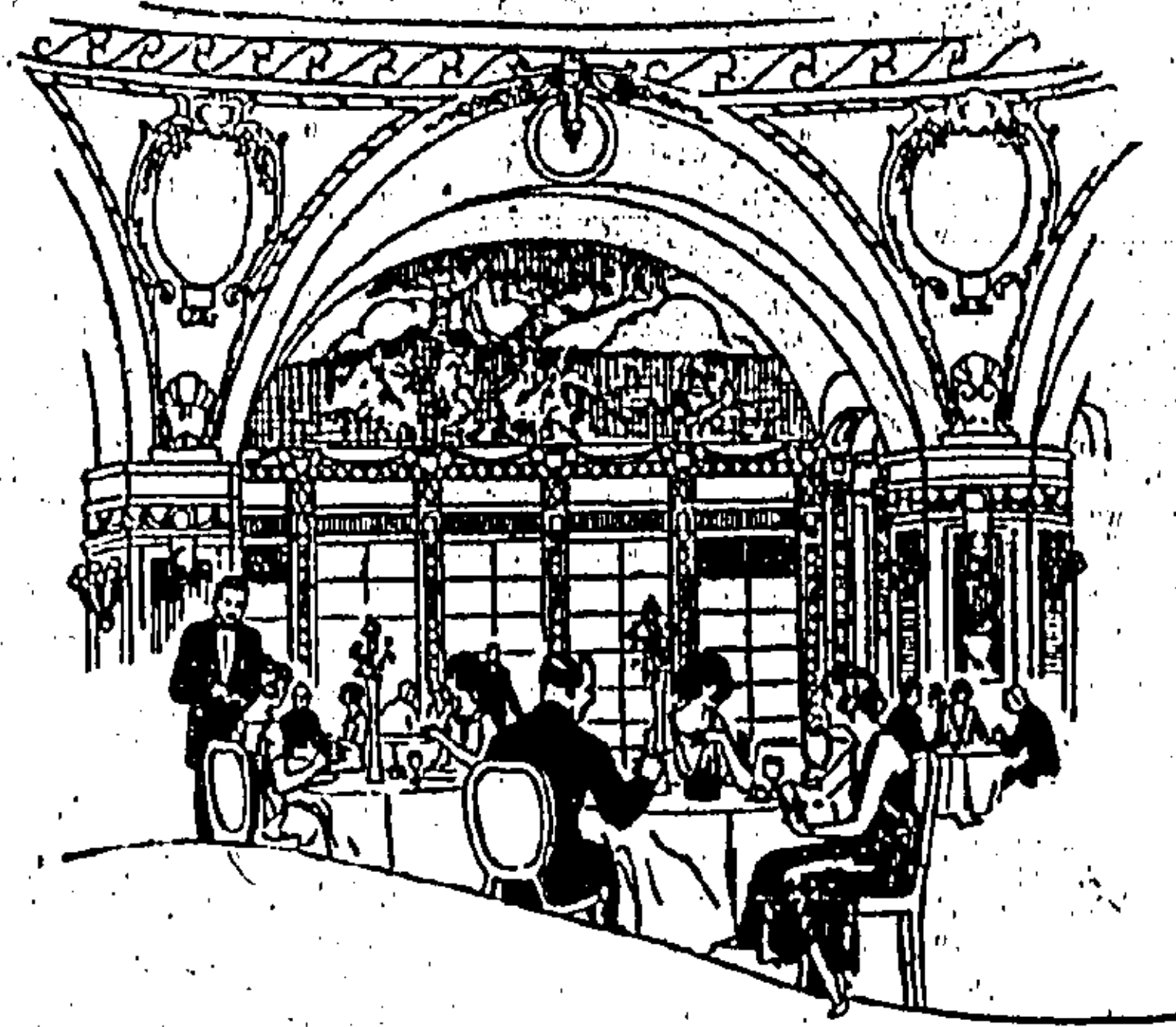
I believe, he concluded, that as our people get more thoughtful for others, the day will inevitably come when motorists of all classes will cease to leave litter about, and when they lunch or dine in the woods, they will take their own refuse away with them. (Laughter.)

It might be that motorists would come to recognise some places as so beautiful that they would leave their motors at a distance and walk to those spots.

At the most. After she had gone, my son said, 'Who was that, Daddie?' I said: 'Good Heavens, that's your mother.' I called her back saying that her own child did not recognise her."

"She has never seen him since that day, and has never sent him even a Christmas present."

Miss Elizabeth Martha Asplin, a servant, gave evidence of Major Dyer's week-end visits on three occasions to Mrs. Capel-Smith's house, and said that once, after the others had gone to bed, she saw Mrs. Capel-Smith go into Major Dyer's bedroom. He took her into his arms and kissed her and she then went into her own room. The next morning, Major Dyer took tea into Mrs. Capel-Smith's bedroom.

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FAMOUS CRICKETER IN
VILLAGE MATCH.

OUT FOR 6 THEN 104 IN AN
HOUR.

Charles Macartney, the famous Australian cricketer, playing in a Cheshire village match recently

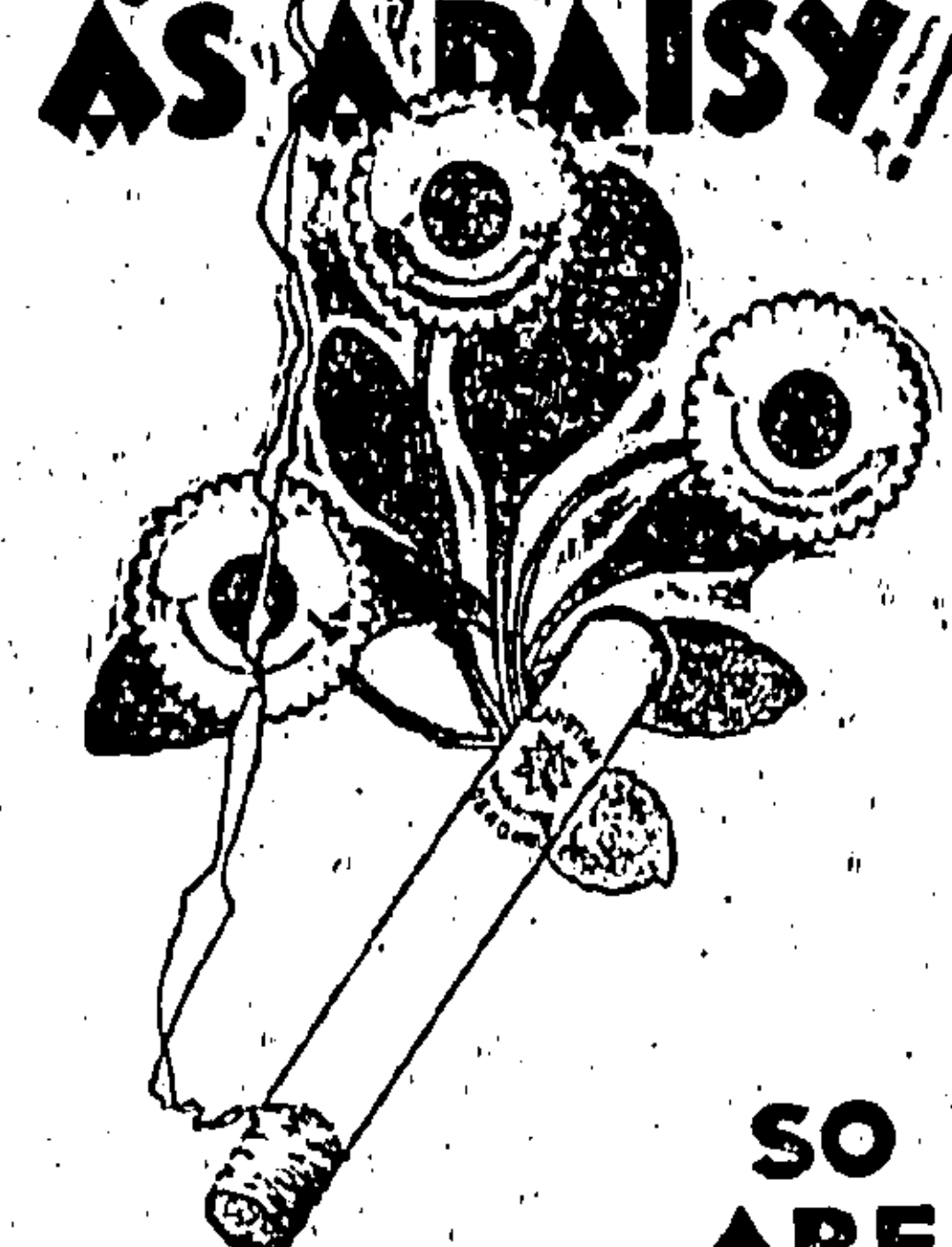
made only six out of a total of 86 in the first innings. But in the second innings he made local cricket history.

Macartney is staying at Jodrell Hall, Holmes Chapel, as the guest of Sir Edwin Stockton, and the match he appeared in was Jodrell

Hall against Lindow.

After his easy dismissal by a catch in the first innings, he took seven of the Lindow wickets for 17 runs, and then in the second innings scored 104 not out in an hour. He made a present of his bat to his host.

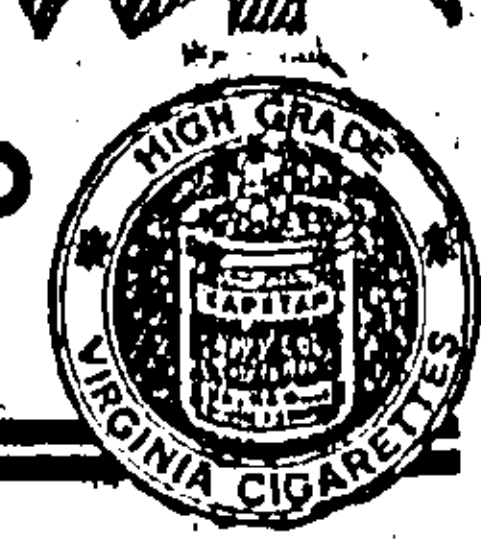
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KING'S TOMB FOUND IN ARCTIC.

STONE AGE SARCOPHAGUS WITH 4 MUMMIFIED BODIES.

CLAD IN OTTER SKINS.

While the Frozen North continues to be the scene of anxious search for the possibly living, one of the mysteries of the vanished races of the Arctic appears to have been partly solved.

Four mummified bodies, believed to have lived in the Stone Age, have been discovered in a tomb on the top of a cliff on a rocky island in the Aleutian Group by Harold McCracken, the Arctic explorer and scientist.

One of the bodies, wrapped in furs and birds' skins, is described as an Ice King; the others are presumably those of a hunter, a seamstress, and the chief's favourite child.

The Aleutian, which lies westward from Alaska, are the stepping stones by which, it is supposed, the first human beings crossed over from their Asiatic homes to the unpeopled shores of America.

This was the theory held by McCracken when the expedition, in the schooner Morrissey, set out on this quest from Seattle last April.

An Arctic sarcophagus now discovered at a spot 600 miles from the nearest timbered country, and hundreds of feet above sea-level, he describes in a wireless message to the *New York Times*.

It consists of a large wooden vault, fashioned from well-shaped and mortised driftwood, and fastened by bone nails. It is lined with otter skins, and surfaced by finely-woven grass fabric.

The tomb is partitioned into two parts.

In one, lay the body of a man evidently of high rank, whom the explorer designates as an Ice King.

In the other were the bodies of a man and woman, presumably a hunter and a seamstress, and a child who may have been the favourite offspring of the great chief, put to death to make pleasant his welfare in the spirit life.

Shirt of Bird Skins.

The Ice King is dressed in a coat of tanned sea-otter, surmounting a shirt of bird skins, both elaborately sewn and ornamented. Outside the clothing was the cerecloth of skins of northern animals, covered in turn with another layer of woven grass.

Encasing the whole was a parchmentlike layer of sea lion intestine, sewn with animal sinew.

The bodies of the servants were equally well wrapped, but with less elaborate detail.

Weapons, implements, bone knives for the hunt, and other prized possessions were also found.

The whole of the treasure trove has been placed aboard the schooner, and will be brought to the American Museum of Natural History, New York.

Mongolian Influence.

McCracken says, "It appears that Mongolian influence was at work on this early tribe man."

"There is absolutely nothing to indicate contact with ancient or modern white races. The culture is indubitably that of the Stone Age."

The organizer and financial backer of the expedition is Mr. Charles H. Still, of New York, who was accompanied on the voyage by his wife.

The captain of the *Morrissey* was Robert A. Bartlett, who commanded Peary's craft, *Roosevelt*, when he discovered the North Pole in 1909.

Dr. Clark Wissler, Curator of Anthropology at the American Museum, says that if the mummies reveal that real embalming, such as practised in Ancient Egypt, was employed, it will be the first case known of this means of preservation outside the land of the Pharaohs.

Unique Discovery.

The American expert's view on the importance of the discovery was confirmed by Captain Joyce of the British Museum Ethnographical department.

"Everything depends upon whether the bodies have been embalmed by artificial agency. If that is the case, and the viscera has been removed, then the discovery would be unique for that part of the world."

"It may be, however, that the bodies have been desiccated by the climatic conditions prevailing there."

Captain Joyce added that the Stone Age in the Aleutian Islands extended down to comparatively recent times, so that it was difficult to make any computation of the age of the bodies at the moment. It was difficult to believe that a sarcophagus had been found, but the manner of burial and body wrappings were traditional.

BELGIUM AND THE SCHELDT.

M. HYMAN'S HOPE OF A NEW TREATY.

ANTWERP APPROACH.

Brussels, July 6. M. Hyman, the Foreign Minister, in a speech in the Belgian Chamber to-day, dealt with the problem of the navigation of the Scheldt, which is still pending between Belgium and Holland.

He remarked that the Dutch Minister for Foreign Affairs said, last April, that the resumption of negotiations depended on the initiative of Holland, adding that he hoped to arrive at an agreement and to have it ratified before the elections of 1929.

M. Hyman associated himself with this statement. He insisted that the object of the Belgian Government was to provide Antwerp with the guarantees that are indispensable to it.

"Our harbour," he said, "which is one of the best in Europe, can be developed only if it is provided with easy communications with the sea and the Rhine."

At present Antwerp is in a curious situation. Its approaches in both these directions are subject to a foreign State. The development of Antwerp affected the entire economic activity of the country, and this national interest coincided with the interest of the world. The Scheldt is an important means of communication, open to all nationalities, and all countries will benefit from its development.

Rotterdam.

It is a remarkable fact that the principal approaches to Antwerp are not only subject to foreign sovereignty, but also have no immediate interest for the State in question, which is entirely concerned with the prosperity of a rival port.

After referring to the history of international relations concerning the navigation of the Scheldt, M. Hyman recalled the terms of the Treaty of April 3, 1925. It provided for the organisation of a River Board, which would enable measures to be taken for the improvement of navigation without the interference of a country indirectly concerned.

It imposed on Holland the obligation of maintaining the waterway in a condition capable of dealing with the development of naval construction and the increasing number of vessels.

Also it provided for the construction of lateral and supplementary canals which would improve the existing communication with the Rhine.

The interest of Antwerp and Rotterdam were bound up together, the prosperity of the one would increase the prosperity of the other.

New Treaty Needed.

When the Dutch Parliament rejected the Treaty of April 3, 1925, Belgian opinion interpreted this vote as implying that the Dutch nation did not regard the treaty as satisfactory, but it was never suggested that Holland was opposed on principle to any treaty.

In 1919 Holland accepted the views of the Great Powers that it was necessary to revise the Treaty of 1839, and agreed to negotiate a new treaty.

The direct canal between Antwerp and Leige is the essential element of the whole scheme.

M. Hyman concluded by expressing the hope that Holland and Belgium would collaborate to their mutual advantage and to the prosperity of their respective ports.

M. Vandervelde, leader of the Opposition, and formerly Foreign Minister, declared himself in perfect agreement with M. Hyman, saying that the claims of Belgium concerning the Scheldt were legitimate, and that M. Hyman spoke in the name of the entire country.



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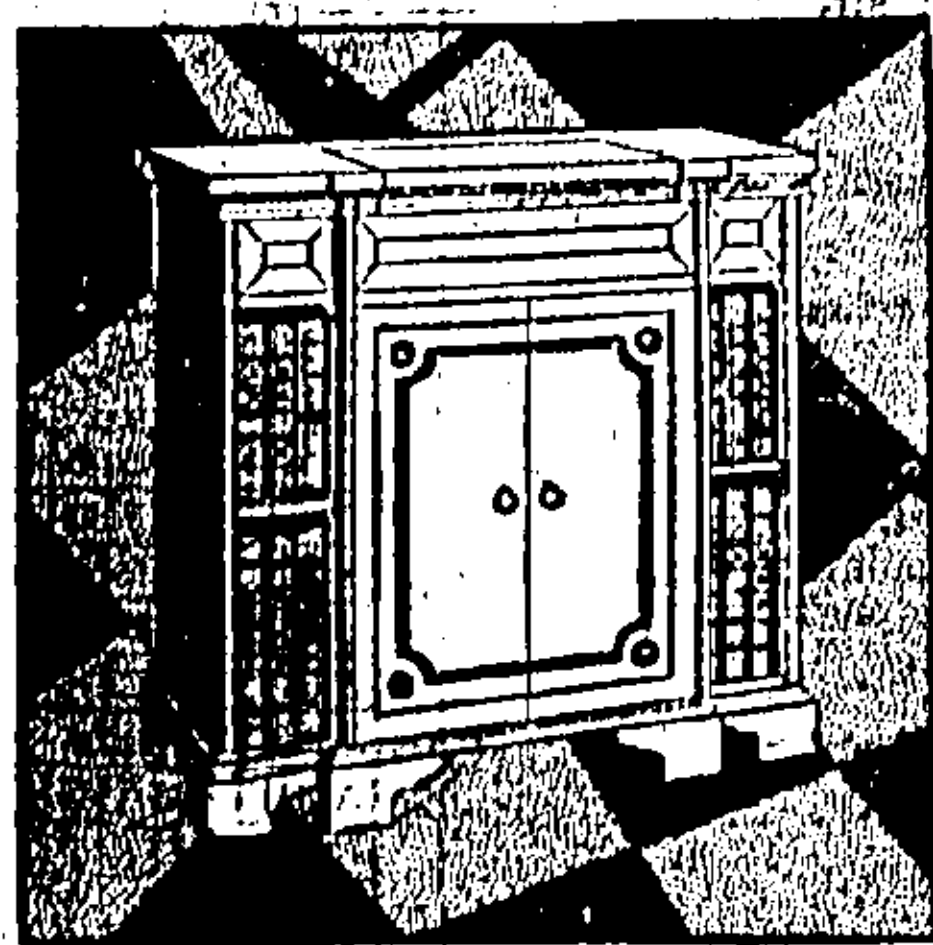
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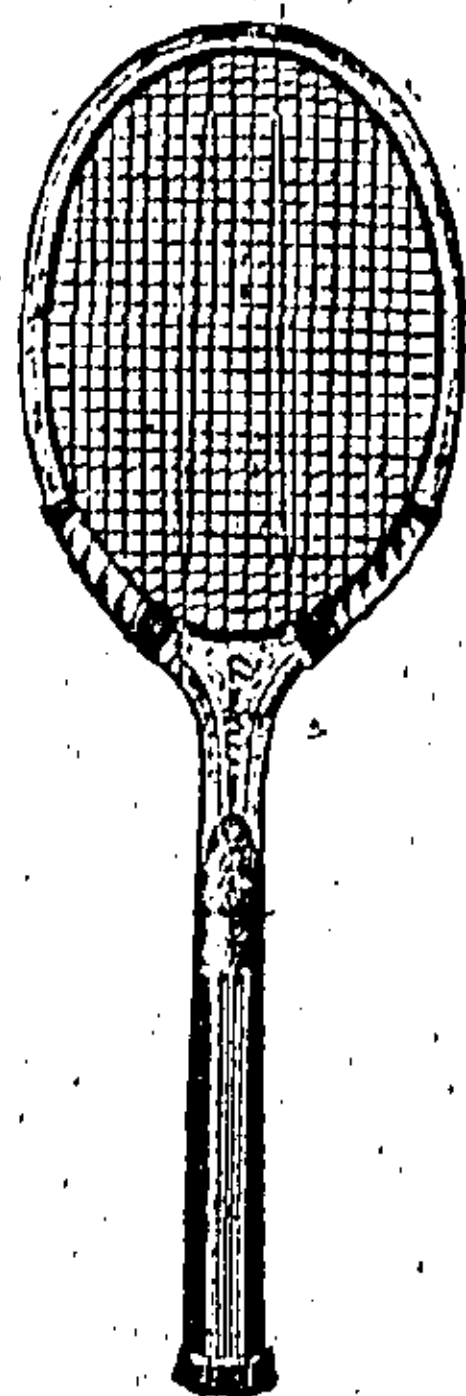
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16-19, Connaught Road, C.

The
Hongkong Telegraph.

SATURDAY, AUGUST 4, 1928.

SAFEGUARDING.

Mr. Baldwin appears to be still sitting on the fence in regard to the tariff issue. Attempts made in the House of Commons to "draw" him on the subject have only resulted in non-committal replies being given to questioners. If he persists in this attitude, his leadership may be jeopardised, for there can be no doubt that the majority of his followers are keen on a bigger measure of Protection than has yet been devised under the Safeguarding of Industries Act. Mr. Winston Churchill may still endeavour to hold the Free Trade banner aloft, but he is ploughing a rather lonely furrow, because not only do most of the other Cabinet members differ from him in their views on the subject, but practically all the Conservative M.P.s are also in the opposite camp. It does not require much perspicacity to detect a sharp divergence of viewpoint in the speeches recently made by the Chancellor of the Exchequer and the Home Secretary, but it would appear that Mr. Baldwin has been able for the moment to prevent an actual split. His interpretation of the two opposing utterances takes us nowhere, and he is careful not to commit himself on the issue raised.

This question of what the policy of the Conservative Party is to be on "Safeguarding" at the next General Election has been agitating the rank and file for a considerable time now. A year ago, some two hundred Conservative M.P.s signed a memorial urging the immediate safeguarding of iron and steel. In March of this year, a largely attended meeting of Mr. Baldwin's Parliamentary supporters passed a resolution urging an alteration in the existing procedure under the Act, which they declared to be cumbersome, expensive and in many other respects unsatisfactory. Last month, another meeting was called to draw up a formula which should form part of the Conservative programme for the forthcoming General Election. The recommendations made by this meeting were that two conditions ought to be satisfied before a duty is imposed—namely (1) Would its imposition increase employment or prevent unemployment in the industry making the application? and (2) Would it have any adverse effect on the general volume of employment in the country? The meeting was unanimous on the

necessity of permitting the case of the iron and steel industries to be investigated under the existing procedure, and it is significant that all the decisions which the Conservative M.P.s have reached on this "safeguarding" problem have been reached with absolute unanimity. Yet Mr. Baldwin still hesitates to commit himself. Indeed, he would appear to be opposed to bringing the major industries under the scheme, for in his latest utterance he points out the benefits which they will enjoy under the rating scheme and the proposals for reductions in railway freight. The inference from this emphasis is that he thinks enough has already been promised these industries.

The question as to who is following the wiser course on this issue, Mr. Baldwin or his supporters in Parliament, must be left for time to decide. The Prime Minister is sufficiently far-sighted to perceive the lessons of the Conservative debacle on the tariff reform question in 1923, but apparently the majority of the M.P.s think the benefits secured by certain industries under "Safeguarding" are likely to make such an impression that a further step along the road would meet with widespread approval in industrial circles. The point to be borne in mind, however, is that the electorate generally, and not merely the "big interests," will play a very vital part on the question when the Government next goes to the country. And we shall be surprised if there is any endorsement of a policy of Protection. But the Baldwin Government has to make up its mind on the issue, which it certainly has not done yet.

A Famous Moslem.

In the death at an advanced age of the Rt. Hon. Syed Amir Ali, the Moslem world has suffered the loss of one of the greatest champions of its religious cause, and the British Empire a staunch friend. A man of irrepressible vitality, of remarkable energy, he spent his life in the service of his fellow-men, and probably did more than any other to gain for Mahomedanism its rightful place in Indian politics. In that vast country where religious fervour holds amazing sway, the Moslems were the last to overcome their prejudice towards Western culture, but Amir Ali, who claimed descent from the Prophet whom he honoured, concentrated all his efforts on the advancement of the Indian Moslems, and gradually overcame their unwillingness to obtain a Western education, and to participate in political life. For some time he was Chief Presidency Magistrate of Calcutta, but even in this position, he chiefly devoted his attention to literary work in the Mahomedan cause and public life. A member first of the Bengal and then of the Viceroy's Legislative Council, he made his name by his participation of Moslems in public life. In 1877 he established the Central National Mahomedan Association with branches all over India, and the appeal which he organised in 1883 led the Viceroy's Council in 1885 to pass a resolution recognising the strength of the Moslem claims. This was the turning-point in the history of Mahomedanism in India and paved the way for their advance in all branches of political life. Under and after the Morley-Minto regime, seats were reserved for them in all Legislative Councils. Amir Ali was the first Moslem to sit on the Bench in India, spending 14 years as a Judge of the Bengal High Court, but in 1904 he retired and settled in England. His Majesty conferred a unique honour on the famous Moslem leader in appointing him to the Privy Council and to serve on its Judicial Committee. Amir Ali was the first Indian whose public service was so recognised. He gave his English colleagues invaluable aid in cases in which he was a great authority. Indians of all creeds will deeply mourn a great patriot, and his English friends a worthy colleague.

We have lost, for four years at least, writes the Dean in *St. John's Cathedral Notes*, a loyal Churchman George Zimmer, who, as I expect most of our readers know, has come to England to prepare for ordination. He goes with our great thanks for all that he has done, and our sincere wishes for the future. His preparation for the ministry will involve three years at St. Augustine's College, Canterbury, and one year at Durham University to complete his degree course. We have no doubt that he will do some first-rate work in the years to come.

DAY BY DAY.

THE CONTEMPLATION OF CELESTIAL THINGS WILL MAKE A MAN BOTH THINK AND SPEAK MORE SUBLIMELY AND MAGNIFICENTLY WHEN HE DESCENDS TO HUMAN AFFAIRS.—Cicero.

Bishop Renaud arrived in Hongkong on board the P. and O. s.s. Kashmir from Shanghai.

Mr. S. R. Tickner, senior constructor at Portsmouth Dockyard, has been appointed Chief Constructor at Hongkong vice Mr. J. C. Joughin, M.B.E.

The King's Exequatur empowering Mr. Perry N. Jester to act as a Vice-Consul for the United States of America in Hongkong, has received His Majesty's signature.

His Majesty the King has approved the appointment of the Hon. Mr. B. D. F. Bell, to be an Unofficial Member of the Legislative Council, during the absence on leave of the Hon. Mr. W. E. L. Shenton.

His Majesty the King has approved the appointment of the Hon. Mr. A. C. Hynes, to be an Unofficial Member of the Executive Council during the absence on leave of the Hon. Mr. W. E. L. Shenton.

Tenders are being invited for the construction of a new section of Shamshulpo Market, including the roofing over of the open space between the two existing markets also the provision of fish tanks and stalls and the construction of a trough closet and urinal.

About Hong Kong.

Do you know that—

In the early days of the Colony the principal merchants of Hongkong kept armed constables in their employ for the protection of their property?

In the 40's, burglars were so active, even twice entering Government House, that special means of protection became essential. Messrs. Jardine, Matheson and Co. kept twelve armed men on their premises at East Point, the monthly expenses incurred in this way being put at £60.

In 1847, European householders were ordered to supplement the imperfect street lighting by suspending lamps in front of the doors of their houses.

A Chinese was admitted to the Government Civil Hospital yesterday following a motor car accident which occurred at 7.30 p.m. in Connaught Road Central. The victim of the accident received a fracture of both legs and his injuries are described as serious. The car concerned is public car No. 427.

Amongst the passengers who arrived here by the s.s. President Madison were Mr. and Mrs. H. W. Becking, Mr. M. W. Benton (of the Yukon Gold Co.), Mr. G. E. N. de Man (a Dutch banker), Comdr. and Mrs. C. S. Gillette (U.S.N.), and Professor J. M. San Martin, of the University of Tokyo.

Rumours have been current in the Colony for some time of the possibility of Sir Cecil Clementi being appointed British Minister at Peking. These are based on a paragraph which appeared in the *Evening Standard* on Sir Cecil's arrival at Home, but no confirmation of the report is obtainable in official quarters locally.

Tenders are being invited for the construction of a road from Causeway Bay to Quarry Bay. This work comprises the excavation to form 100 ft. roadway between M. L. 321 and M. L. 431 near cable house, including forming of embankments, and dumping surplus excavation on M. L. 430 and 431 and any other contingent works.

Writing in *St. John's Cathedral Notes*, the Dean says: I am glad to be able to report that during the past month a possibility of securing a Second Assistant Chaplain has arisen. Canon Cunningham of Cambridge has written to me recommending Rev. D. A. Whitwham, late of Peterhouse and Westcott House, Cambridge, who is now working in the parish of St. Alban's, Bedford Park, London. Canon Cunningham put to him our need, and thinks that he may come. The Church Body met on July 23, and decided to offer him a four years' agreement on certain terms. A cable was sent to Mr. Whitwham the same day, and a letter has since then been dispatched. I hope very much that he will be able to accept.

LETTERS FROM HONGKONG.

16.—Beggars—Architecture—Mosquitoes.

Reaching Hongkong through a series of other Eastern ports (or Western also for that matter), one of the most pleasantly striking features is the relative absence of beggars, or, indeed, any other kind of tout. (Colombo, for instance, has in this respect a lot to learn from us). From the reports of one or two cases in the papers, I gather that there is a fairly sternly-enforced Ordinance (the local word for law) prohibiting touting by or for hackney motors, and I suppose other services as well. But with beggars there is another method.

I mentioned in my last letter how distasteful it is to us to see, or even to know of, people starting in our immediate neighbourhood. In the matter of beggars, we have a remedy which is almost ideally practical and straight-forward. We simply ship them off to another part of the coast, that they may go and beg (or starve) somewhere else. There seems indeed to be no other way of dealing with them. We cannot provide free food and lodging for all China's hungry millions, and the population of our little Colony is already somewhere near saturation point. Food—at a price—seems fairly plentiful, but the water organization creaks badly at times, while as regards housing, conditions are frankly bad. Some of our beggars find their way back from time to time, explain laconically to the magistrate that there is no livelihood to be had anywhere but in Hongkong, and are duly shipped abroad once more. Others, I fancy, just fade away.

There was a very thin, very old dame, whom I met one day resting like a crumpled leaf beside her load of grass, on the road not far from my house. She caught my eye and mumbled something as I passed, in a dim far-away voice. It looked impossible that she could ever rise from the ground, much less shoulder her bundle. The next day she sat there with-out the bundle, and addressed me unwaveringly as "Tai-pan." She cost me ten cents a day for a week, during which time she seemed to shrink more and more, to become more wrinkled and more brown. She may, for all I know, have sunk into and been absorbed by the crumbling bank against which she used to sit. There came a day when she was no more to be seen, and a little bundle of joss sticks were smoking quietly in her usual place.

Another type is that of the boy who, for a certain period, used to hop nimbly from his position under a tree which I had to pass daily on my way to work, and saluting smartly, hauled up his trouser leg to display a hideously distorted knee. His reiterated demands for cunshau followed me vigorously down the road for several mornings.

But probably the most unusual of the "employed" type of beggar was one that had but a day's "trade" under the arcades of Ice House Street. He was a small boy, kneeling on the pavement, crying. His was no ordinary crying, such as small boys sometimes indulge in for the relief of their feelings, but something superlative in the art. He simply knelt and yelled; the tears spouted from his eyes, and he rocked his body to and fro, touching the pavement with his forehead at each forward movement. Just in front of where his head hit the ground was placed a cap to receive our contributions. He must have been a small gold mine to his employer—for a day.

From the harbour front you get a very fine view of the facade of this remarkable city. Alas, we have as a nation, no eye for colour. Nor, in this part of China, have the Chinese. To the west, the buildings are so covered with signs and the balconies with clothes, pots, and assorted goods, that you can barely see the houses, tall though they are. But in the English district, architecture, either in red brick picked out with yellow, or in grey cement and stucco, has been given an imposing hand. Some of these edifices remind me vaguely of the old Shakespeare Memorial Theatre, recently burnt, which was once poignantly described as belonging to the Later Marzipan period.

Behind the water front are "shop-houses." I remember reading a newspaper report of some new housing scheme, I think in Singapore, where it was being pointed out that perhaps the "shop-house" is not altogether the most ideal unit for a great city. It consists of a ground floor, open in front, of a size just sufficient to take a three-ton lorry (some of them do); and above that, two or

three other floors with balconies in front. How many people live on each floor I do not know. No doubt it varies with the circumstances of the inmates, but I have been into one or two of these Chinese houses, and I should say it is very doubtful whether they, or our own tenement slums in London, have the distinction of being the more unhealthy. Also there is something a little depressing, perhaps in the unending rows of them, all the same; perhaps in their height.

The old houses that still remain in Chinese villages, Shik O, parts of Shaikwan, Kowloon City, and other places besides,—may be as dirty, but they do not seem quite so squalid. They are not so stereotyped in their texture, height, and their odd corners where a body may run and hide, in spirit if not in flesh.

One thing they do here, though, which has never been attempted at Home, so far as I know. At certain times of the year comes an imperative order from the Sanitary Department,—"house cleaning." Out come the goods and chattels of all the houses of the street concerned, every stick of furniture, cooking pot, and bundle of clothes, to be stacked in the roadway, while the thorough-going members of the Sanitary gang enter with hose-pipe and whitewash; and for a while it is necessary to keep well clear of the balconies while passing down the street below.

A time-honoured question which no doubt occurs to every newcomer who thinks at all about these things is—What benefits have the Chinese received from us Westerners, for which we can expect them to feel in any way grateful? The answer seems to be confined to engineering, in its broadest sense, a certain amount of medicine, and hygiene. The hygiene is no doubt very beneficial, but it can be something of an infliction. It is also strangely spasmodic and incomplete. In the matter of mosquitoes, for instance, we are a happy-go-lucky lot. If I were a statistician, or even if I expected these terrible exposures of mine, to carry any weight, I should of course go and find out how many cases of malaria there were in the Government hospitals; I should range myself beside Dr. Koch and inveigh with hard words against the traditional inactivity of our rulers. But I won't, partly because I know, dear friend, you don't like statistics, and partly because I am convinced that by far the greater number of cases of malaria are not in the Government hospitals at all, but out on the hillsides, cutting grass.

I have heard of places where drastic punishments are inflicted for having water lying about anywhere on one's property. Hongkong is not one of these places. It would indeed be a waste of effort, for there is no lack of breeding areas outside people's private property. In Kowloon and the Peak the drained nullahs are magnificent works in granite and concrete, but we are given to understand that the Colony's finances do not run to very much more, either in the way of research or practical work.

It is therefore rather startling to read that \$53,000 have been voted for improving the Causeway Bay-Shaikwan Road. It is difficult of course, for a mere newcomer to appreciate the relative value to the Colony of an improved motor road (motoring being used here principally for pleasure) and a step towards stamping out disease, but no doubt wisdom will come.

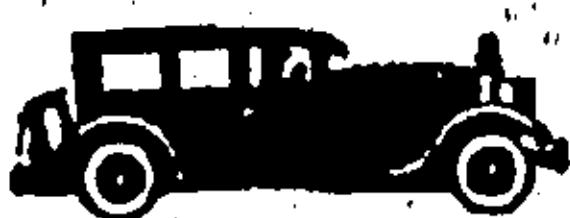
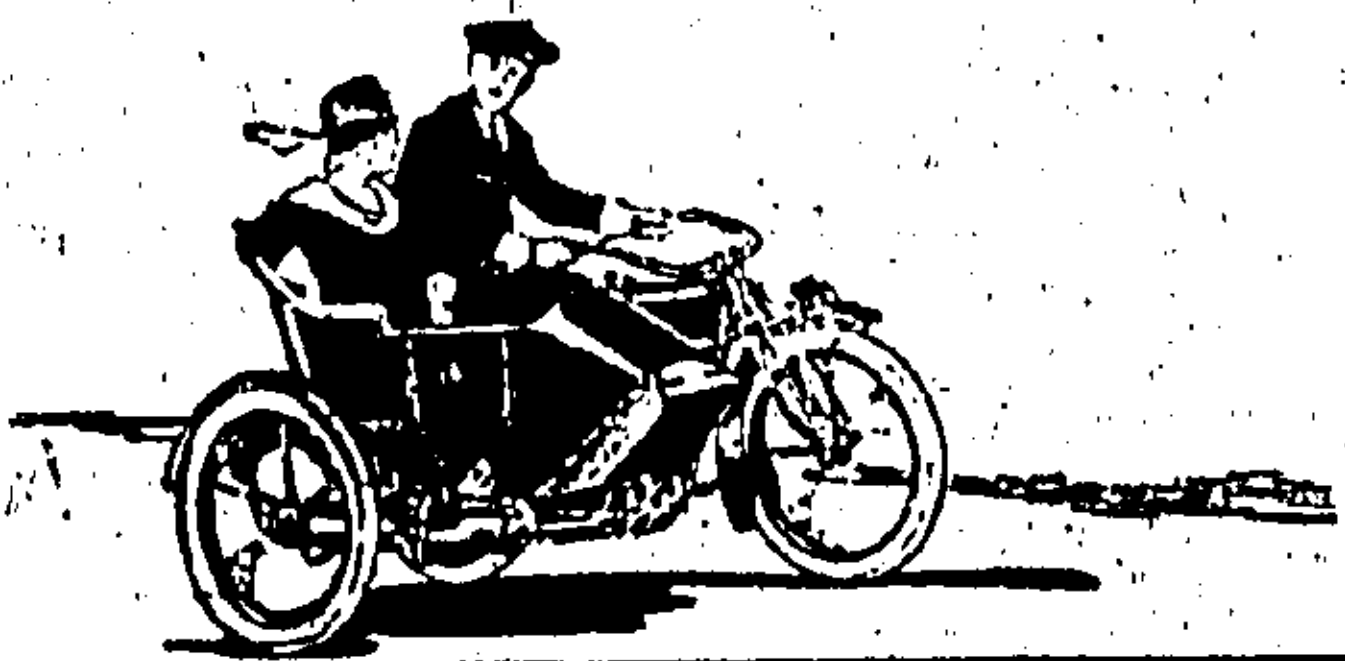
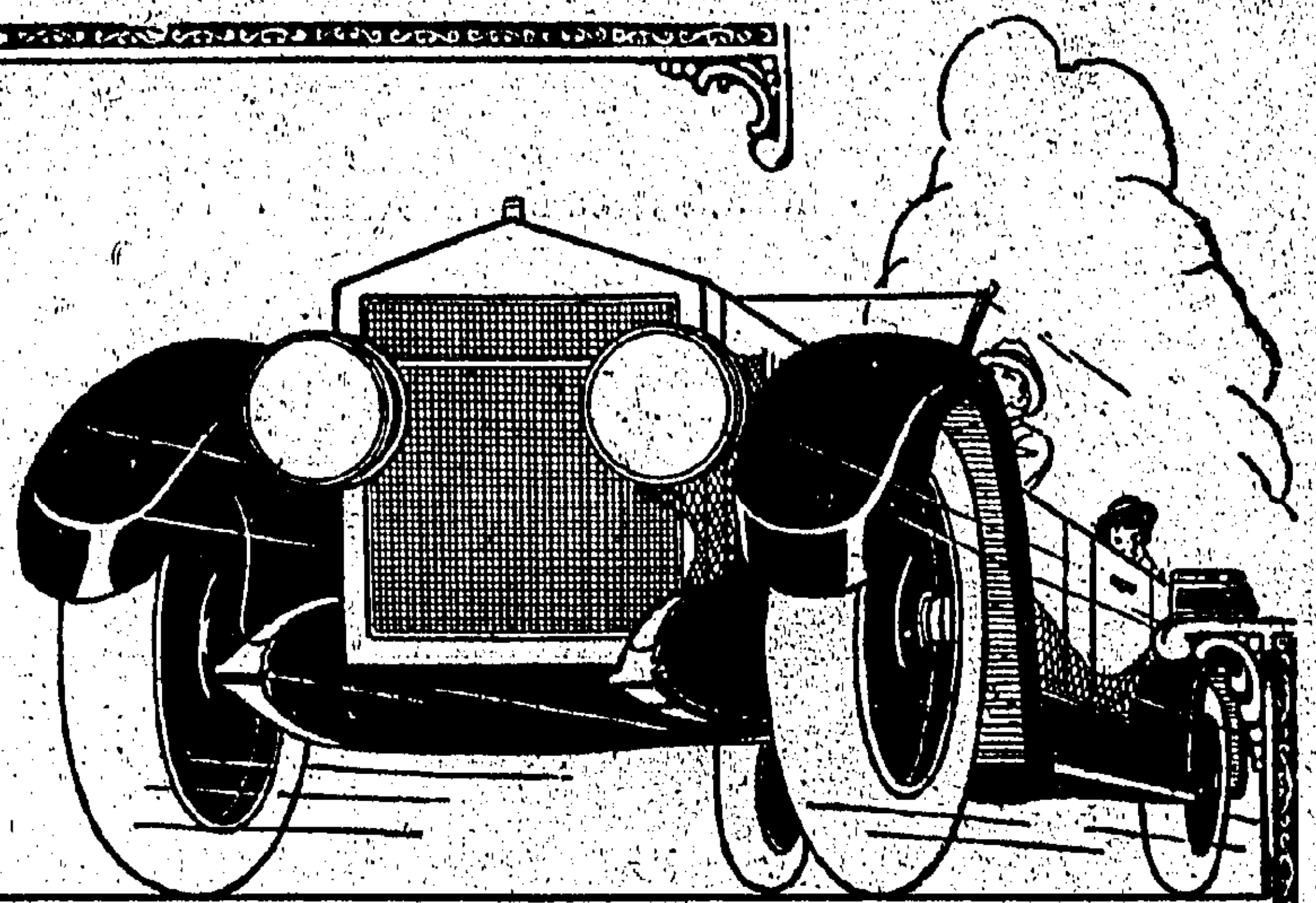
Lafcadio Hearn has a delightful study on mosquitoes, in *Kisida*, and his troubles in Tokyo seem in many ways very like ours. There the Buddhist cemeteries had little tanks—*mizutama*—bamboo cups, or other flower vessels, before each tomb. Here, of course, the tombs themselves are frequently earthenware pots whose tops get broken. Mosquitoes "rise by millions from the water of the dead;—and according to the Buddhist doctrine, some of them may be reincarnations of those very dead, condemned by the error of former lives to the condition of *iki-ketugaki*, or blood-drinking pretas.

At the end of his little essay, expressing a desire to be buried at last in his Buddhist cemetery, he says: "And, considering the possibility of being doomed to the state of *iki-ketugaki*, I want to have my chance of being reborn in some bamboo flower-cup, or *mizutama*, whence I might issue softly, singing my thin and puny song, to bite some people that I know."

Can it be that a like contingency inspires the serene immobility of our august Government.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH
SATURDAY 4th AUGUST, 1928.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

A. A. Patrols.

All members of the local Automobile Association will learn with interest that the Association's Patrols which are on duty at the City Hall and in Statue Square are becoming members of the Police Reserve—a circumstance which will add considerably to their status as guardians of the private property of members. Hitherto the Patrols have enjoyed no official status, but now that they are Special Police they will have not only extra responsibilities but also added powers—a very desirable development.

The Tattoo.

It has this week been announced that in connexion with the Tattoo, which is to be held at Happy Valley on September 11th, 12th, and 13th, the Hongkong Automobile Association has been asked to assist and that it has undertaken the organisation of an illuminated and decorated motor car procession. Mr. C. M. Manners, of the Hongkong and Kowloon Wharf and Godown Company, has undertaken the duties of Secretary, and he will receive the assistance of Mr. W. E. J. Mackenzie. The procession, which will be held on one of the above nights, will be divided into three sections, and prizes will be given for the best decorated or most original design for commercial cars and lorries decorated to represent their particular trades, for private motor cars and also for motor cycles (either with or without sidecars). A nominal entrance fee of \$1,000 is being charged, and the prizes will be provided by the Association, though entries are open to all. We are asked here to solicit the hearty support of all members of the A.A. for it is desired that this very attractive feature shall be on a scale worthy of the Tattoo and of the effort of the organisers. All communications should be addressed to Mr. C. M. Manners.

Open To All.

As there seems to be a little misconception in some quarters it cannot be too strongly emphasised that membership of the Hongkong Automobile Association is open to all nationalities and that all private motorists will be welcomed into the Association. The Hon. Secretary, the Revd. G. E. S. Updell, is away on holiday for the month of August but the work of the Association is being carried on as usual at his office, c/o. of the "Hongkong Telegraph." As will be seen by the notice on Page 3 of this Supplement there are considerable advantages to be derived from joining the Association, and the sending in of an application for membership should be one of the first things done by all those who join the ranks of motordom, whether by the ownership of a car or a motor cycle.

Bathing Facilities.

For some time past a scheme has been on foot for the provision of bathing facilities for members of the local A.A. and steps are now being taken to erect at Big Wave Bay a long set of matched compartments for the use of members. It is felt that Big Wave Bay is largely inaccessible to those who have neither a car nor a launch and that if members of the A.A. could find accommodation there it would greatly relieve the congestion on the nearer and more popular Repulse Bay beach. A long line of shedding, partitioned off into about twenty private compartments and with a wide verandah, would give bathing facilities to many, and it is proposed that a certain proportion of these compartments could be reserved for use by those for whom they are intended. That is obvious.

be left unreserved for the use of those who would motor out and take their chance. There is ample room at Big Wave Bay for such a shed without interference with the amenities of the beach, and Repulse Bay is at present so overcrowded on Saturdays and Sundays that the relief that would be afforded by this diversion of bathers would be appreciated all round. Details of the scheme have been submitted to the authorities and it has received the approval of the Bathing Committee appointed by the Government. Doubtless it will be approved by the Government itself, and it is hoped that an early start will be made with the structure so that it can be of use for part of the present season.

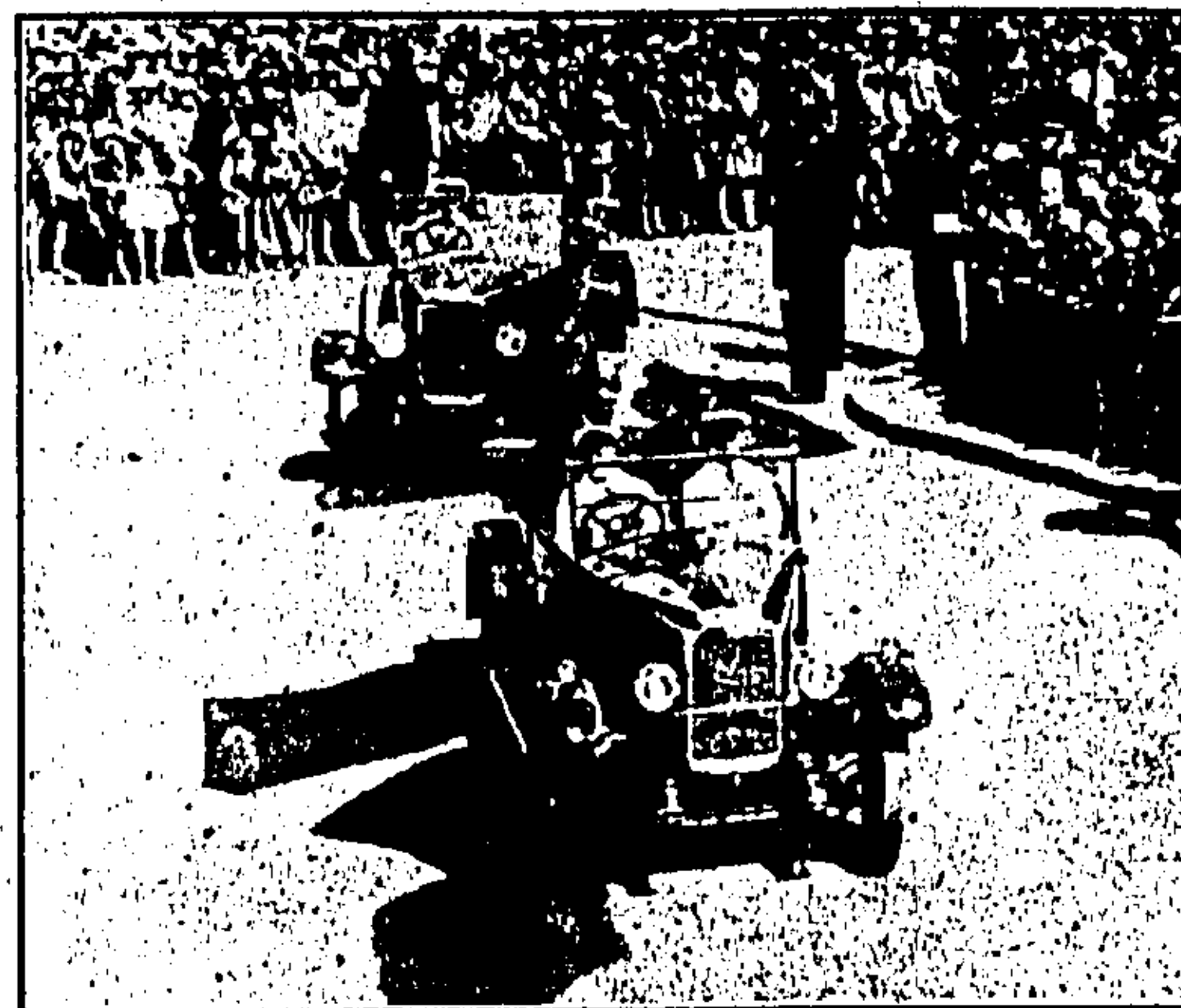
Joy Riding.

Numerous complaints have been made, we learn, of the number of public hire cars that are engaged by Chinese after midnight for the sole purpose of joy-riding. Numbers of cars are seen up to 2 a.m., 3 a.m. and even 4 a.m. loaded with passengers out for a "cooler." While there can be little objection to joy-riding as such, it remains a fact that there are several residential areas visited by these cars much to the disturbance and annoyance of householders who are trying to get a night's rest. Many cars drive round and round Happy Valley with much sounding of horns often when there is no necessity. Some cars go up to the Peak and turn round by the Peak Hotel in a noisy "honking" way. In the middle of the night a party of "joy-riders" will arrive and sometimes make a noisy stay for several minutes before settling out on the return journey. In former years there was a regulation whereby public cars were prohibited from running between 1 a.m. and 5 a.m. and while we agree that this is a regulation which should not be re-enforced something should be done to restrict joy-riding which so seriously interferes with the rest and comfort of ordinary residents. Motor car driving at night should be limited, as far as is reasonably practicable, to the transportation of passengers from one spot to another. One is well aware of the bad habit of late hours among the Chinese and we admit that there is pleasure to be derived from a motor car ride these hot nights, but a little more consideration should be shown for others. It is difficult to suggest what precise action could be taken, but the matter is worthy of serious consideration by our Traffic Authorities.

Arsenal Street Signals.

The signal lights at Arsenal Street are not sufficiently bright during the day time, especially when the sun is shining, and it is very difficult for east-bound traffic along Queen's Road to see whether they have to stop or proceed. The green light is much brighter than the red, but both ought to be illuminated by stronger lamps. Numbers of drivers have unintentionally passed this signal when the red light has been against them and although the constables on point duty have often reported car numbers for this "offence" we are pleased to be able to say that very few summonses have been issued. A warning has generally been sent to the driver concerned. But really bright lights, like those that exist at the bottom of Stubbs' Road, ought to be provided. If it is considered desirable to control traffic by lights in the day time then there is a duty on those exercising that control to provide lights of sufficient brilliance to be seen by those for whom they are intended. That is obvious.

PRINCE OF WALES USES VAUXHAUL.



The above photograph shows H.R.H. the Prince of Wales driving through the streets of Norwich in a Vauxhall Touring Car, the local agents for which are Messrs. Lane, Crawford, Ltd.

New Members.

The following new members have joined the Hongkong Automobile Association, since the last list was issued:
Miss A. E. de D. Dyer
H. Sauerbeck
Mrs. L. M. Thomson
M. F. Hillie
A. W. Heron

Licences.

There are still a number of motorists in the Colony who have not renewed their car and driver's licences. There are a number of newcomers who possibly imagine that their licences run till the end of the year, and this is a reminder to them, as we learn that the Police are getting busy dealing with unlicensed cars and drivers found on the streets.

New Clyno 9.

We notice that this little car has made its appearance in the Colony and it appears capable of accommodating four adults quite comfortably. It is an ideal family car, easily managed, and of small appearance. For small families of moderate means it is ideal both in size and price and ought to have a good reception here. The local agents are Messrs. Lane, Crawford, Ltd.

Bathing Beaches.

We make no apology for again referring to the method of car parking as seen at Repulse Bay and Stanley. There has been a little improvement at the former resort, but at Stanley, where there is no excuse for bad parking on account of the big open space there, several cars were recently seen causing serious obstruction. The police would be justified in taking action, if that is the only means of instructing thoughtless and "don't care" drivers. Along the Castle Peak Road, too, there are examples of lack of thought to be witnessed. On Sunday last three cars were parked on the roadway within 50 yards of one of the new parking places on which there was ample room for another half-dozen cars. Why is it that some people will not think?

BEAUTIFUL CAR.

At the International Automobile Show beauty contest just held in Berlin, Germany, by the German Automobile Club, Cadillac received three first prizes, three seconds, one third and one fourth, and also the Berlin Tageblatt's special prize for the most beautiful car of all classes.

In Hungary more than 5,500 new automobiles were added to operation over last year. The total for all types, as of January, 1928, was 17,906, compared to 12,232 for the previous year.

"CONCOURS D'ELEGANCE" AT MILAN.

Fiat Wins the Reale Automobile Club Shield.

Turin, May 1928.
The "Concours d'Elegance," organised by the Reale Automobile Club of Milan and the "Associazione Nazionale Automobilisti in Concorso" (National Association of Ex-Service Motorists), which was held in the grounds of the Milan Sample Fair, was not only a brilliant occasion, but was also highly interesting on account of the number and quality of the competitors.

The beautiful lines and tasteful colours of the competing cars showed up splendidly in the bright Spring sunshine and in the presence of a choice and fashionable gathering. As the cars glided by, it was evident that in this pageant of form and colour the coach-builder's art had been expressed in terms of its best refined and original qualities.

The Grand Shield of the Reale Automobile Club for the best standard production car went to a FIAT 525.

In the class for convertible cars above 3000 c.c. the first place was taken by another FIAT 525, a Marmon coming second, whilst a Packard filled the third place.

AN ERSKINE TRIUMPH.

Wins European Highway Race.

Announcement of another European triumph for the Erskine Six has been made by The Studebaker Corporation of America. According to cables from Warsaw, Poland, an Erskine Royal Sedan last week defeated a field of 120 competitors in a race from Warsaw to Lodz, covering 1103 kilometers in 17 hours 45 minutes.

The race was arranged by the Automobile Club of Lodz, and included some of the most difficult highways in Europe. In winning first prize against a field including both European and American cars the Erskine Six averaged 38.5 miles an hour for the distance, which amounts to 684.96 miles. The Erskine was driven by S. Zychon, Studebaker-Erskine dealer in Krakow, Poland.

STUDEBAKER SALES.

South Bend, Ind., June 12. —Retail deliveries of Studebaker and Erskine cars throughout the world during the month of May exceeded deliveries for the same period last year by 245 per cent.

EXPERTS AND ETHYL.

Need for Stringent Regulations.

The effect on health of lead-tetra-ethyl petrol was discussed recently before the Committee of Inquiry sitting at the Office of Works.

Sir William Pope, Professor of Chemistry at Cambridge University, when questioned as to the experiments carried out on animals, declared that such experiments were not comparable with similar experiments on human beings. Lead ethyl acted so violently on the central nervous system that no deduction could be drawn from the effects produced on low animals.

The Chairman (Sir Frederick Willis)—Experiments on monkeys, I presume, would be the nearest approach to experiments on man? —Yes, but experiments on monkeys are not comparable with experiments on man.

You feel that the most important thing is to study the actual effect on man? —Yes.

Test on Garage Employees. Sir William stated that to obtain positive evidence as to whether the use of lead-tetra-ethyl was injurious to health, it would be necessary, in his opinion, to experiment on garage hands. He thought, however, that nobody would dare to make such an investigation.

The chairman—Does that mean that you think this Committee cannot possibly answer the question put to them? —I think this Committee will find it very difficult in any reasonable time to answer the question.

The Chairman—What do you suggest the Committee should do in order to answer the question? Sir William replied that stringent regulations should be drawn up governing the use of lead-tetra-ethyl and that something in the nature of a leaflet should be issued calling attention to the danger of its use.

Replying to Sir Charles Martin, a member of the Committee, Sir William added that if experiments were made on garage employees by splashing petrol containing lead-tetra-ethyl about their clothing, a tremendous number of cases of poisoning would be discovered.

Risk in Congested Areas. Professor H. B. Baker also expressed the view that there was danger in the use of lead-tetra-ethyl petrol.

The Chairman—Is there any danger of people being poisoned by it in Piccadilly?

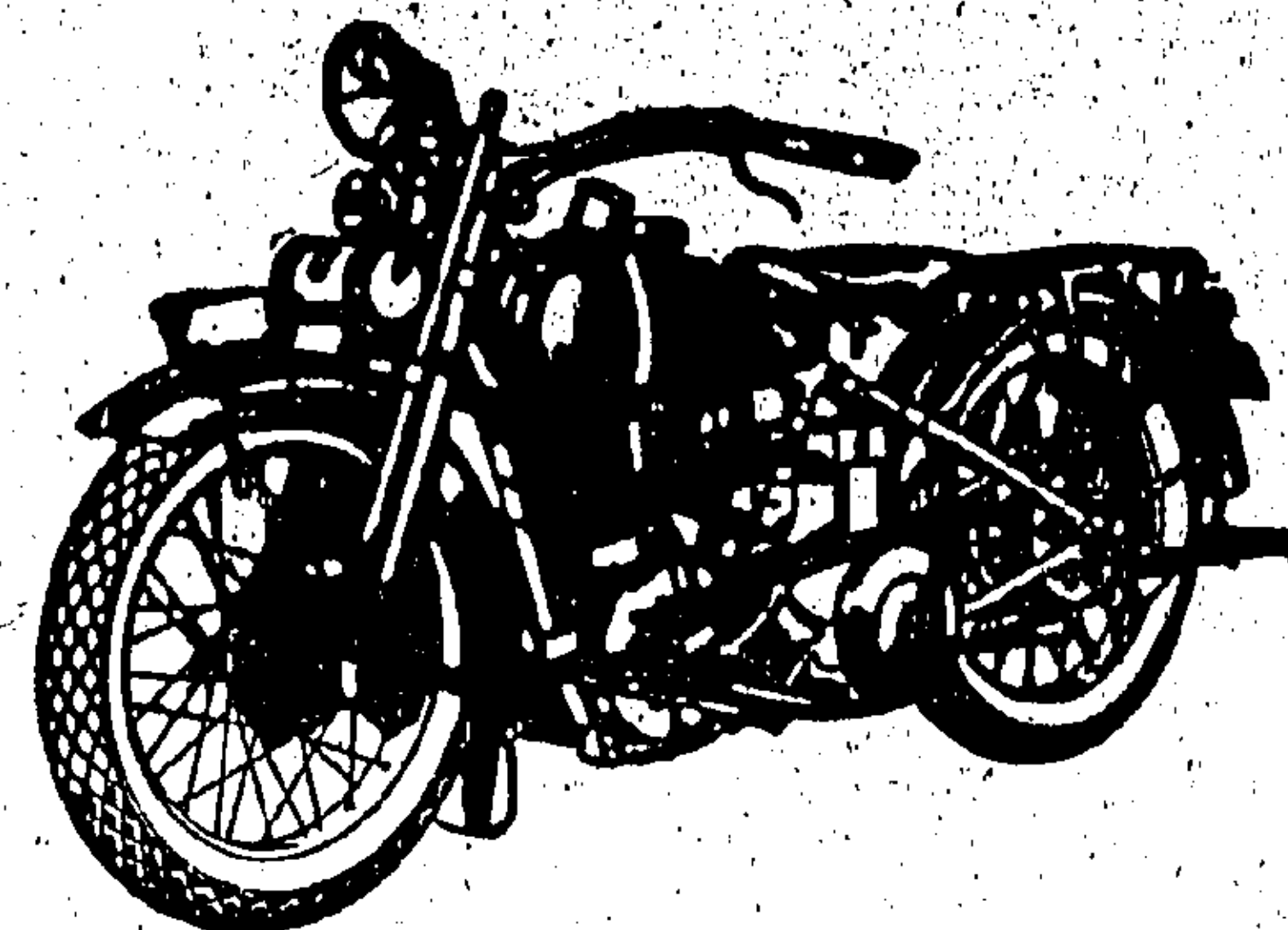
Professor Baker replied that such a question was difficult to decide, adding, "I have not yet suffered by walking down Piccadilly."

Professor G. I. Finch, of the Imperial College of Science and Technology, South Kensington, remarked that he had made experiments with motor exhaust gases from cars burning lead-tetra-ethyl petrol, and had come to the conclusion that there was a real danger to the community from the lead dust contained in these gases, especially in a congested area like London.

The Chairman pointed out that experiments had been made over the last five years in America, and no case of illness which could be attributed to the use of leaded petrol had been traced.

Professor Finch replied that it would probably be ten to fifteen years before the effect of the poison would be seen.

According to a statement issued by The Studebaker Corporation, of America to-day, May was the ninth consecutive month that Studebaker deliveries have shown an increase over the corresponding month of the previous year. In the United States, May deliveries to customers were the largest in five years, and the last 10 days of the month the largest of any corresponding period in history. Studebaker's May increase was attained despite the fact that deliveries for the automotive industry as a whole remained stationary.



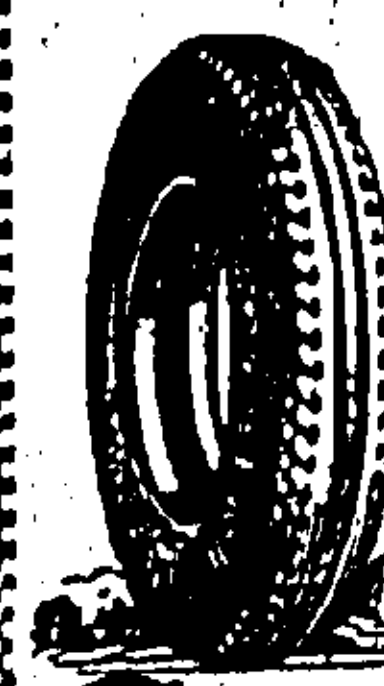
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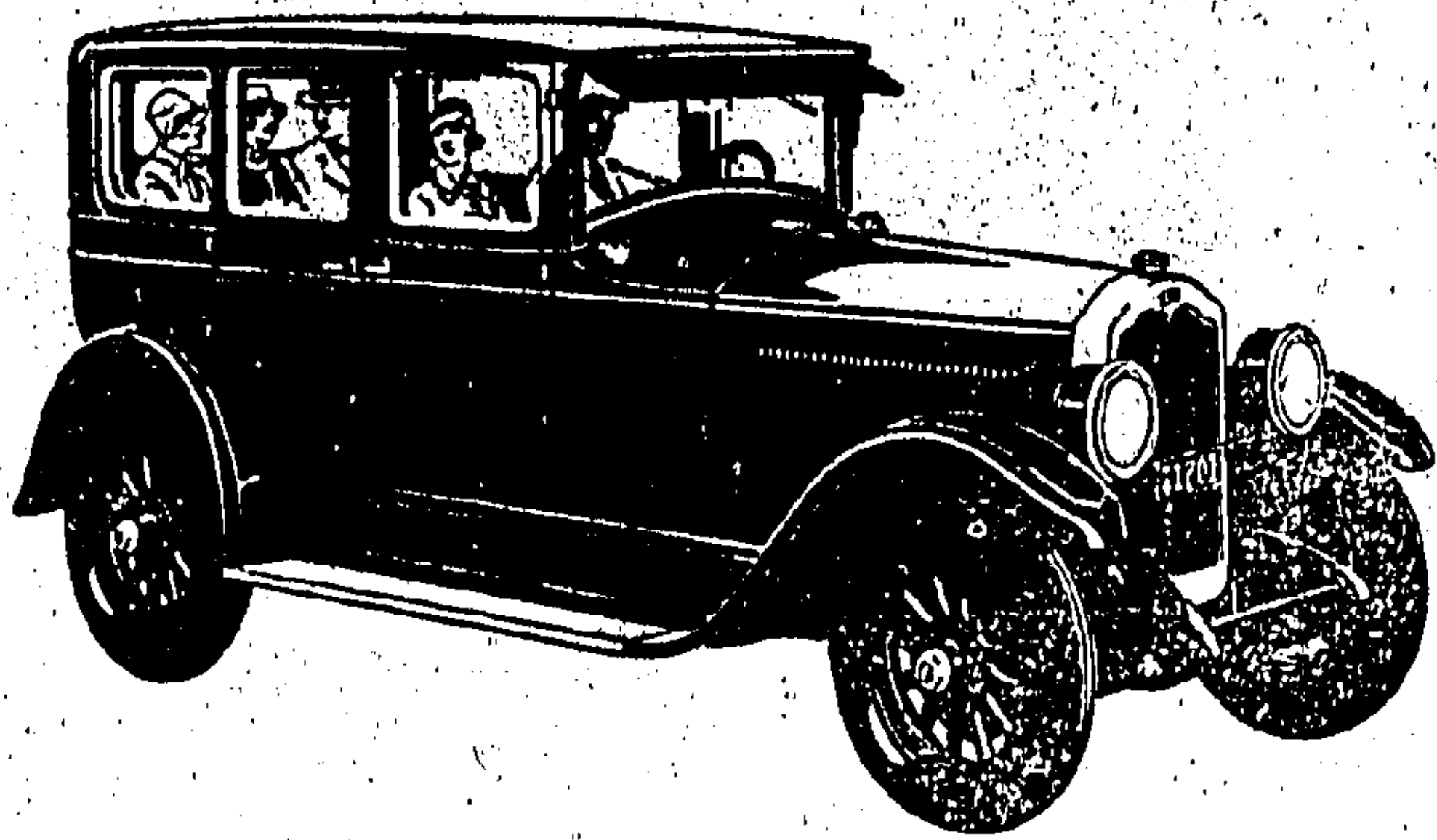
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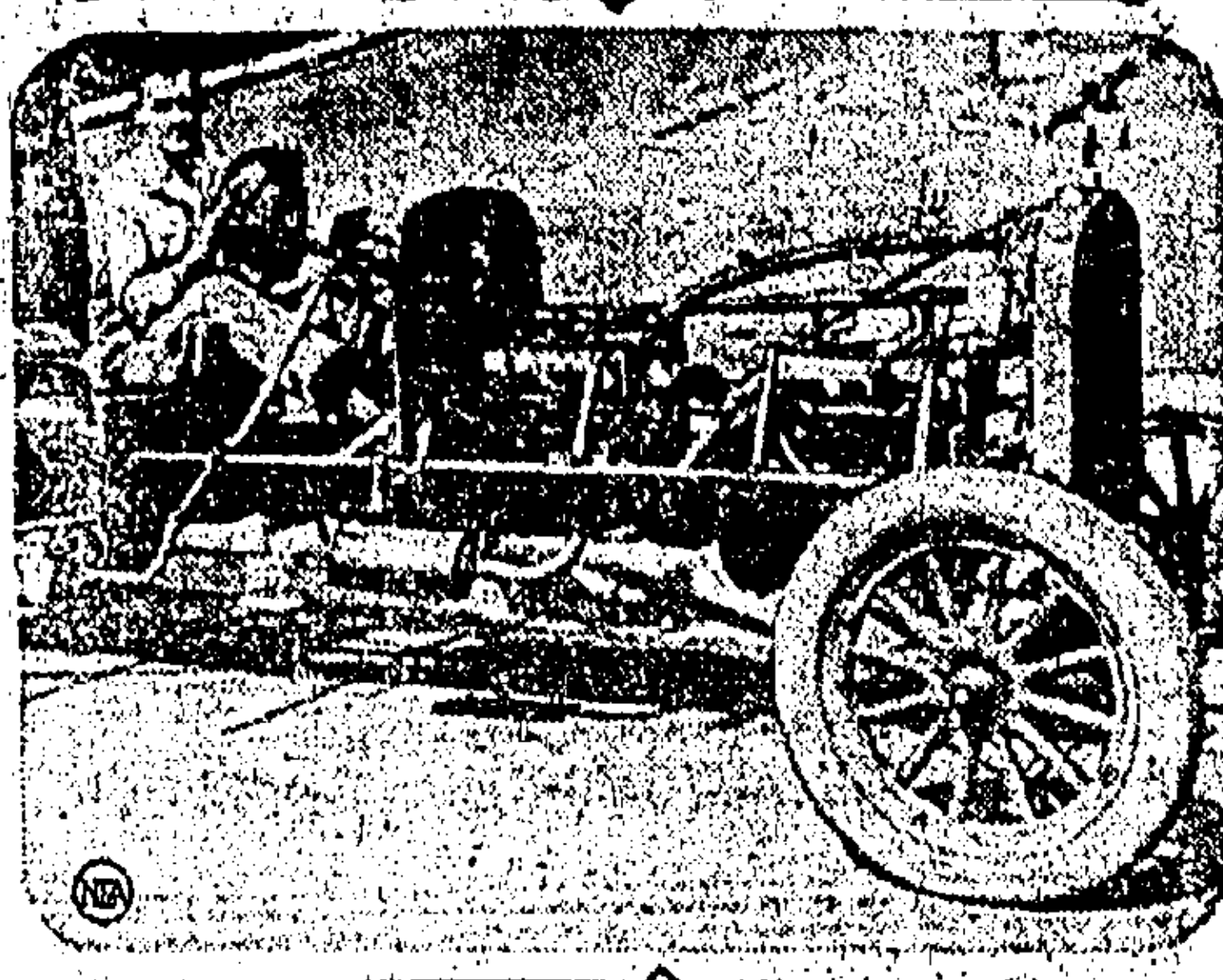
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A STRAIGHT-EIGHT, FLIVVER.



Henry Ford may enter the straight-eight field if he wishes, but C. Cecil Curtis, Asheville, N. C., mechanic, has anticipated him. He's put two old flivver motors in a straight line, as shown here, coupled them together, put in an eight-post distributor, an oil pump, a water pump and a vacuum tank and has gone out on the road at 90 miles an hour.

SINGAPORE MOTOR-CYCLE TRIAL.

Previous Winner Again Successful.

Triumph, B.S.A. and New Hudsons, shared the honours in the motor-cycle reliability trial organised by the Singapore Automobile Club, which was run on July 22. The dry weather proved of great assistance to the competitors in the colonial sections, making them fairly easy going even for novice riders. A little rain would have made the course far more difficult, but since riders in this part of the world do not receive the assistance from makers that is tendered at home and consequently would have to pay for any damage out of their own pockets, that was just as well.

Starting from Orchard Road, the route led through Alexandra Road and the first difficult section was encountered at the 4 1/2 mile stone. Beyond the fact that the surface of the road was uneven and the road as hilly as any found in Singapore, there was nothing in the section to bother the riders. Small 2 1/2 h.p. machines found little difficulty in mounting these obstacles, even though a change down to bottom gear was sometimes enforced. Several of the competitors mounted on small machines seemed loath to use their intermediate gears and the consequence was that they had almost stopped when they changed down. There were one or two had to use their feet to retain their balance.

The course then followed the West Coast Road, Chua Chu Kang Road, Bukit Timah Road, Mandai Road, Seletar Road and Yio Chiu Kang Road. The competitors were then sent out to Changi and back through Siglap to the start. Over 60 competitors took part.

H. A. Siddons, riding a 494 c.c. Triumph won the S.A.C. cup, losing only one mark out of a 100. He has been successful in previous trials.

The standard of riding was extremely good, and nearly half the competitors retained eighty per cent. of the total points. Checking and other duties were performed by 65 officials, and the event was organised by the competitions sub-committee of the Singapore Automobile Club, which comprises Messrs. Petrie, Cameron, and Holiday. Mr. H. J. Fougere, chairman of the Club, was in charge of the starting and finishing times. So far as is known there was only one accident, a competitor colliding with a car on the Ulu Pandan Road. He was taken to hospital, but his injuries were not serious. The upcountry riders, who numbered six, did not do too well, but Luke Yick Fu, of Kuala Lumpur, who won the 1926 trial, was fifth with 96 points, and his team companion, also gave a good exhibition. The performance of Purvis, an experienced rider who has competed in A.C.U. and Scottish Six-Day trials at home, was extremely good in the rough sections. Rex Duncan, an upcountry competitor with a home reputation, had to retire in the third colonial section with a seized engine. G. V. Neubronner did well to win the S.V.C. Motor-Cycle Platoon trophy with 97 points. The starting test, which was a new feature, gave little trouble to most competitors, and only one lost the maximum of five marks. A word of praise is due to the Boy Scouts who assisted competitors in keeping to the course.

The results were as follows:
S.A.C. Cup (and replica): 1, H. A. Siddons (494 c.c. Triumph) 99 marks; 2, Tie between P. B. Purvis (490 c.c. New Hudson) and A. W. H. Walker (490 c.c. Triumph) 98 marks.
Colonial Section: P. B. Purvis. S.V.C. Motor Cycle Platoon Cup (for best performance of a member) G. V. Neubronner.

FAULTY RUNNING.

Caused by Dirt in Carburettor.

Faulty running of a car engine is often caused through a speck of dirt or drop of water getting into the carburettor and obstructing one of the jets. The filters included in the petrol system are supposed to prevent such an occurrence, but they are not always successful. The exact effect upon the running of the engine depends upon the nature of the stoppage and the type of carburettor employed. With a single jet instrument the engine cannot run at all if the stoppage is complete. In the majority of cases, however, at least two jets are utilised, a "main" and a "slow-running." The slow-running jet, having the smaller orifice, gets choked more readily. When such a blockage occurs, the engine continues to run satisfactorily above a certain speed, but refuses to "tick over," and is most difficult to start. If the main jet gets into trouble the opposite thing happens—the engine starting quite easily, but failing out directly the throttle is opened. Sometimes a third jet, known as the "compensator," is employed. The effect of its stoppage is not so noticeable as in the other cases, although general running, especially as regards acceleration, is seriously upset. Water in the carburettor is just as troublesome as dirt, and gives much the same results. But the behaviour of the engine is more erratic, for the water continually gets in and out of the various jets. Its presence is generally accompanied by more spitting and spluttering than is usual with ordinary stoppages. A choked jet can sometimes be cured by racing up the engine as much as possible, and quickly closing the strainer, keeping the throttle wide open. In this way immense suction is exerted on the jets, and there is a chance of the obstruction being drawn through. Of course, the treatment can only be kept up for a few seconds at a time, as the engine tends to stop under these conditions. If the strainer trick does not meet with success, the offending jet must be removed and cleaned. Never force a pin or anything of that sort into the tiny orifice, for the slightest enlargement will seriously upset the running of the engine.

Team Prize: B.S.A. team (No. 2), F. A. Jones, D. A. Martin, T. L. Tan and W. E. Meyer.
The following obtained silver medals:
G. V. Neubronner (349 c.c. A.J.S.) 97 points.
E. Greig (277 c.c. Triumph) 96 points.
Luke Yick Foo (349 c.c. B.S.A.) 95 points.
Lee Soon Lee (349 c.c. B.S.A.) 95 points.
D. A. Martia (249 c.c. B.S.A.) 95 points.
C. R. Roek (348 c.c. Douglas) 94 points.
A. T. Hunter (349 c.c. A.J.S.) 94 points.
F. A. Jones (349 c.c. B.S.A.) 94 points.
Seah Yang Kang (249 c.c. B.S.A.) 92 points.
G. A. Saunders (348 c.c. Douglas) 90 points.
John C. Zuzarte (348 c.c. Sunbeam) 89 points.
Goh Boon Lat (349 c.c. A.J.S.) 88 points.
T. L. Tan (249 c.c. B.S.A.) 88 points.
J. Robson (490 c.c. Norton) 87 points.
A. D. Anderson (348 c.c. Sunbeam) 86 points.
T. Legge (248 c.c. Raleigh) 85 points.
R. R. Hampson (249 c.c. B.S.A.) 82 points.
E. H. Tredgold (349 c.c. A.J.S.) 80 points.
Goh Cheng Tuan (349 c.c. A.J.S.) 80 points.
Banderman Cutmoll (494 c.c. Triumph) 80 points.

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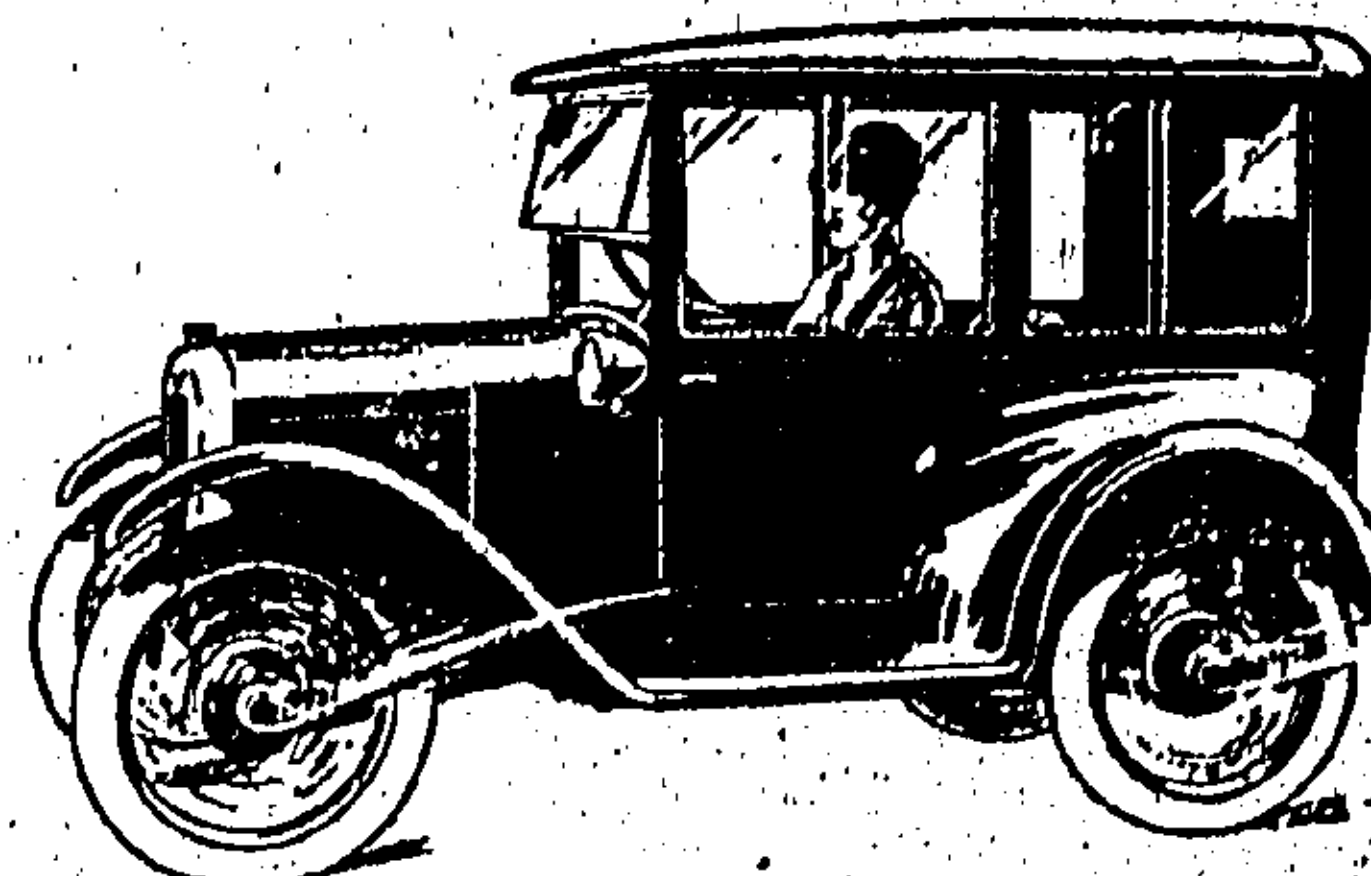
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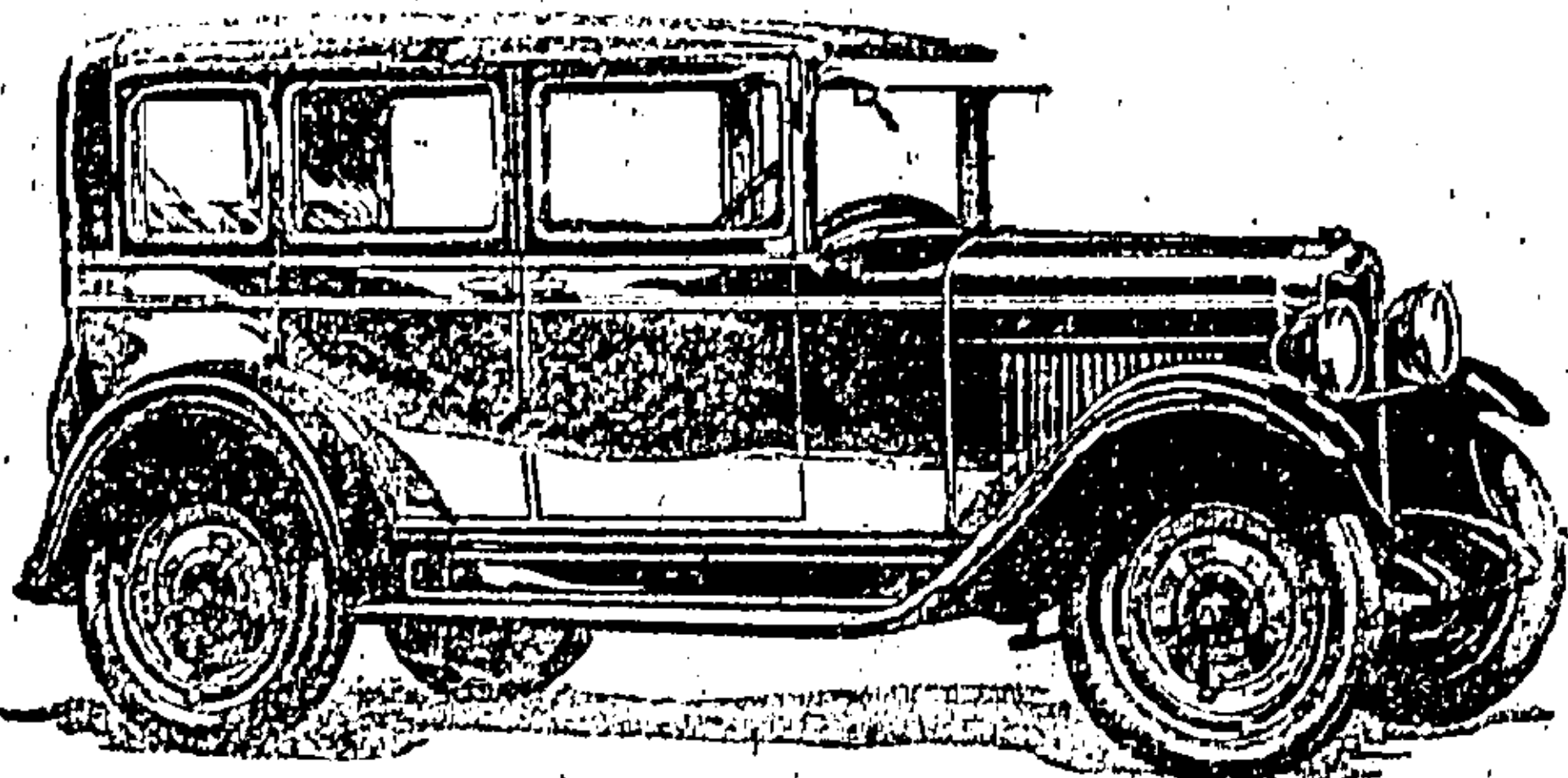
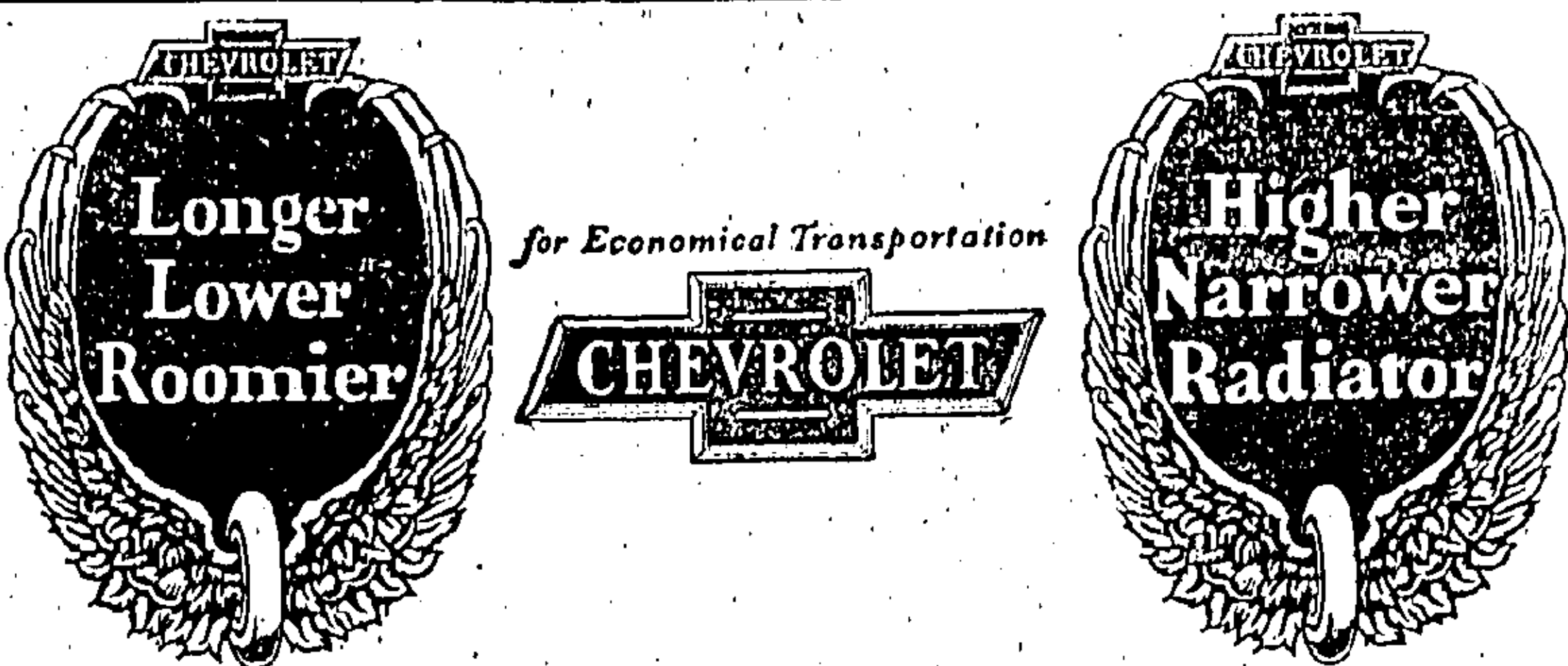


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Chassis 1 Ton	2130 lbs.	G\$495	G\$40	G\$185	G\$ 720
Chassis 1 Ton with Cab	2500 lbs.	610	40	185	860

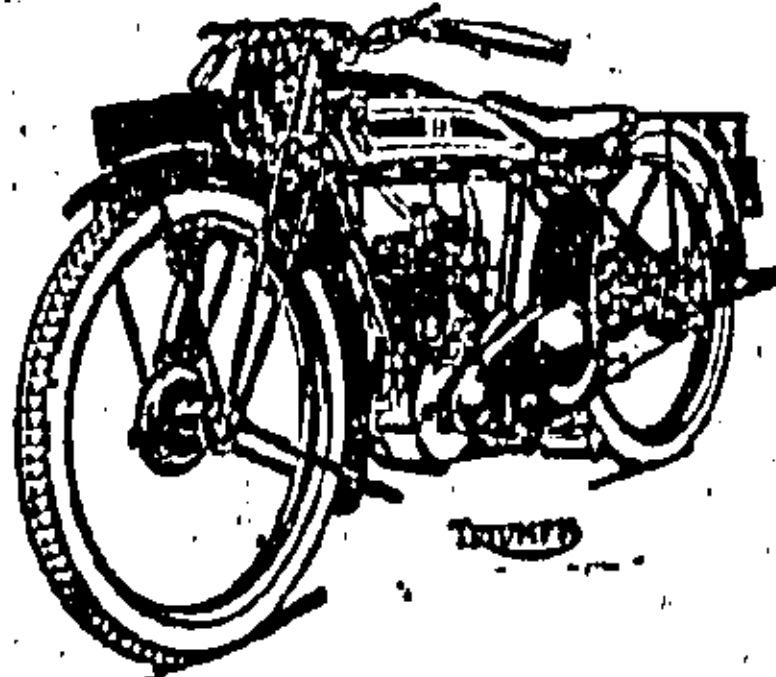
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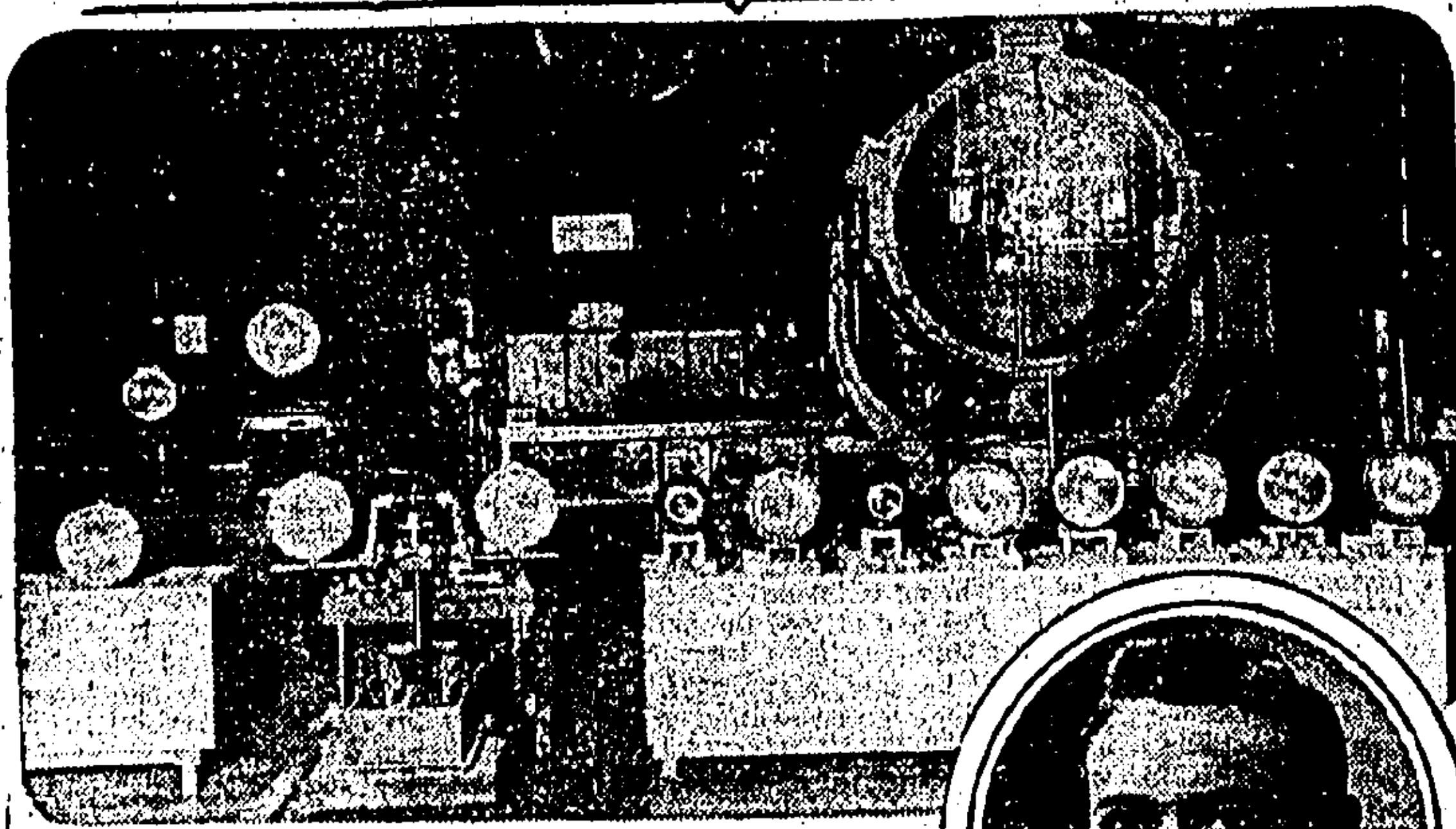
All Communications for
Membership, etc. to
REV. G. E. S. UPSDELL
Hon. Secretary.

O/o "Hongkong Telegraph"

One is tempted, often to wonder as to what is the ultimate fate of racing cars after their initial successes are over. Many of them seem quickly to pass from memory, and it is interesting therefore to note that several of the racing cars of a popular firm of manufacturers are still in use by private owners, and are even proving formidable adversaries in racing circles, adding to the successes which they attained in former days. One of the Sunbeam cars built for the Isle of Man Tourist Trophy Race of 1914 is now in New Zealand. Driven by its present owner, this car won the New Zealand Motor Cup in 1925 and established the New Zealand Beach Record of 101.5 miles per hour. Incidentally, this was the first car to attain a speed of over 100 miles per hour in the southern hemisphere. Since then the car has been driven at Oreti Beach Invercargill, at a speed of 109.09 miles per hour. That a racing car built as long ago as 1914 should still be accomplishing such remarkable performances is astonishing. The strain imposed on engine and chassis is so great that only a car of the highest quality as regards design, material, and workmanship, could retain its efficiency as this 14-year-old Sunbeam has done.

BRIGHT LIGHTS WITHOUT GLARE.

New Lamps for Safer Driving.



[By Israel Klein.]

Hardly has the depressible type of beam in headlights made an impression on the driving populace, when along comes another advancement in this field that may put the former out of the running.

We may now have the single filament, non-depressible beam, non-focusing headlight for our automobiles—and be assured in addition of a well lighted path ahead of us, sufficient light to the sides and no glare to approaching drivers.

This is the invention of William D'Arcy Ryan, famous illumination expert and director of the illuminating engineering laboratories of the General Electric Company. Ryan, who has been working on this sort of light for several years, now has in production a lamp which he calls the "Ryan-Lite."

Ryan's headlights are peculiar in that they are thin, saucer-shaped lamps with lenses that have ground glass rims about two inches deep. It is through these "rims" that the light from the bulb within illuminates the sides of the road, so that the driver may easily read signs and see obstructions well to the side of him.

Needs No Operation.

The reflector is so shaped, and the lens is so scientifically designed, that once the light has been properly aimed when it is attached, there is no more need of tilting the lamp as some types require, or depressing the beam, or dimming or manipulating the headlights in any way in order to get proper range and lighting over the road ahead.

At the same time, Ryan assures us there is no glare from his lamp. The reason for this is that only enough light is thrown above the rays they are still brighter than the



Upper photo shows the laboratory and equipment used by William D'Arcy Ryan in developing his new headlamps. How they light up the sides of the road while giving long range is shown in lower photo. Ryan is shown in inset.

level of the lights to afford the driver illumination enough to discern objects of any height. At the same time this amount of illumination isn't strong enough to bother an approaching driver.

Ryan's objection to the depressible beam type of headlamp is that it hurls two important functions of proper headlighting at loggerheads.

Range and Glare Clash.

"If you get range," he says, "the lights glare and if you eliminate the glare you don't get the range." "This is not true with the Ryan-Lite," he adds. "Set up any of the new model headlights for a good range of 300 feet and you will find them too bright with the exception of the light I have developed. After these lights are depressed

not far from London, that the system possesses considerable merits.

Bad Patch Tackled.

On the Kingston by-pass, on either side of the railway bridge, the surface of the road has formed a series of ridges. These are almost inconspicuous, and the unwary will drive at them at a brisk pace without suspecting their existence. With most suspensions he will realise his mistake immediately afterwards. Even in unusually well-sprung cars I have, sitting in the back, been bounced to the roof at forty miles an hour. The special point about these bumps, as a suspension test, is that you are on to the second series before the car has recovered from the first. I drove over these at forty-five miles an hour and could detect no shock transmitted to the chassis.

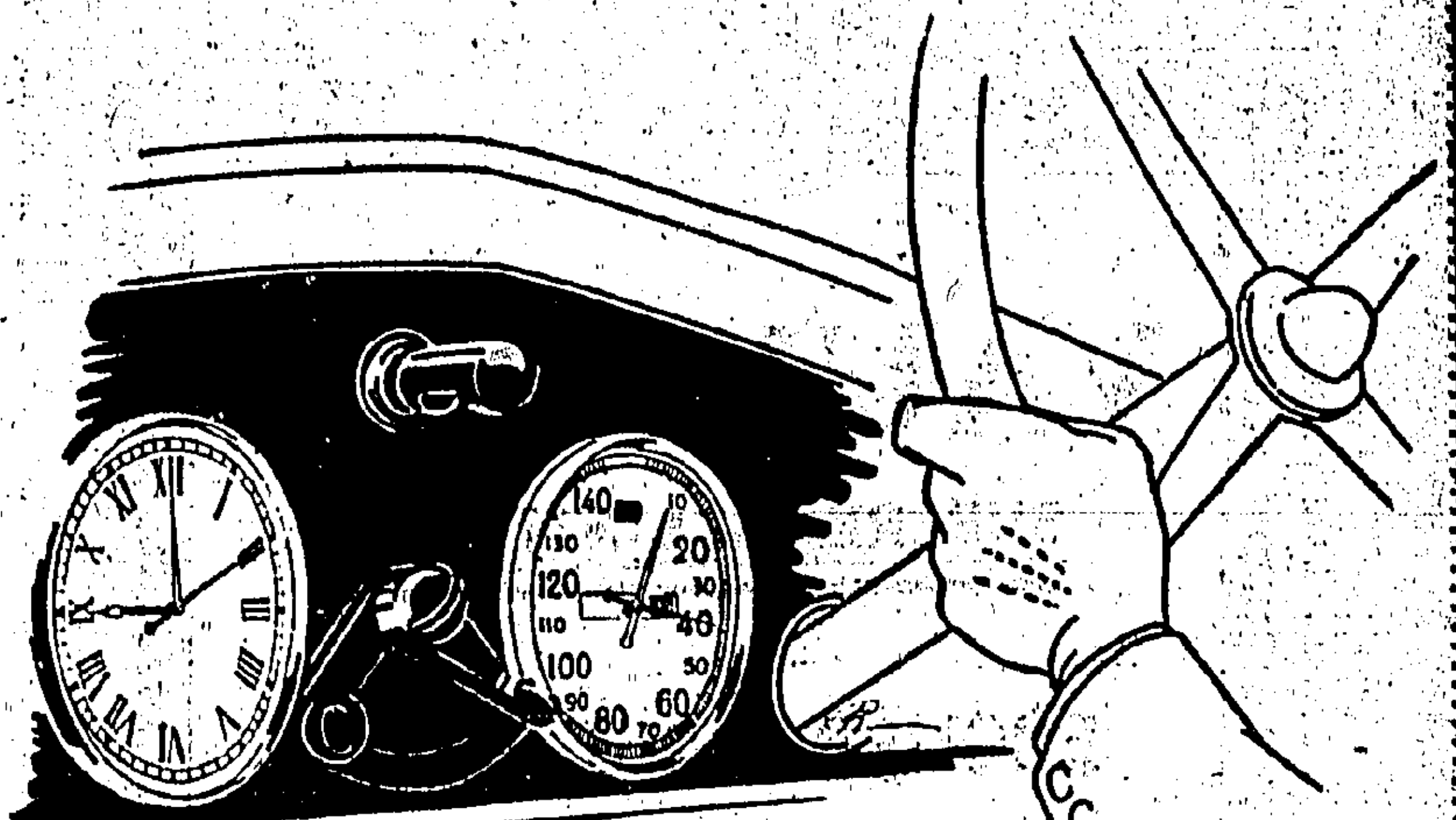
The Cottin-Desgouttes 14 h.p. is a six-cylinder, known in France as a 10 h.p. the bore and strokes being 63 x 90 and the rating h.p. 14.7. There is nothing about the general design of the car to call for special comment. The valves are of the side-by-side type and ignition is by coil and battery.

The four-speed gear-box is centrally controlled and, with a good type of dry single disc clutch, gives easy and scrappless changings. The brakes are equipped with a servo. Dewandre vacuum pump which, however, was not in action at the time of my trial. The steering decidedly good, but it could be improved, I think, by the fitting of a larger wheel.—The Observer.

ANOTHER AUTOSTRADA IN ITALY.

A new 30-mile autostrada is to be built between Brescia and Bergamo, Italy. It will form an extension of the road already open between Milan and Bergamo.

THE CAR OF INTERNATIONAL REPUTATION.

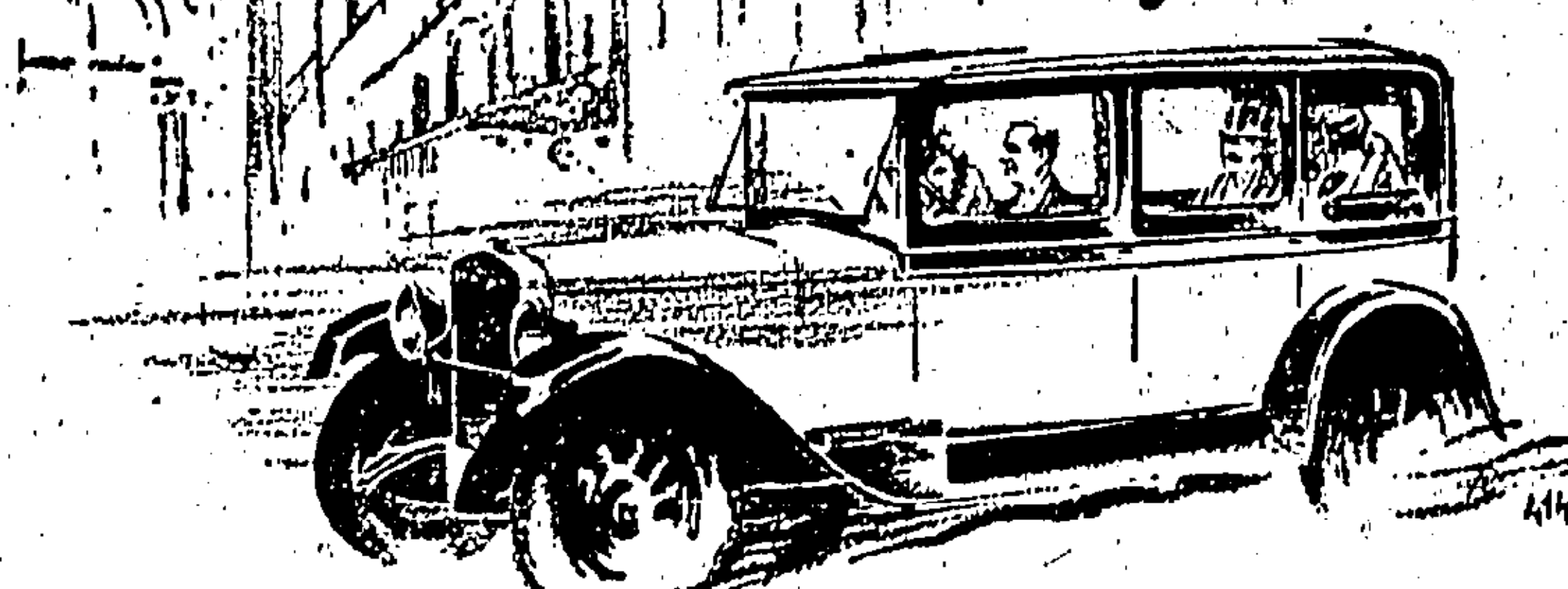


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FIAT Model 520
6 cylinders



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THE SMALL CAR.

A New Clyno "Nine."

The announcement that a Wolverhampton firm, the Clyno Engineering Company, have entered the "baby car war" and brought the £100 car a step nearer, has created a great stir both locally and in the motoring world generally, not only because of the advance which it marks, but because of the secrecy observed in the development of the plans. It will be ready within a fortnight, when the output will be 100 a week, but this figure will be trebled in three weeks.

The new car has a 9 h.p. engine and is capable of 50 to 55 miles per hour; has a petrol consumption of 45 to 50 miles per gallon, and will cost not more than £115. Built with a low centre of gravity, the car is stated to hold the road remarkably well, and has been designed to secure an effective result without including unnecessary accessories. The engine is a water-cooled, four-cylinder, side-valve unit of 950cc., similar to that used in the present Clyno 9 h.p. car, which was put on the market this year at £145. The new model, which is to be known as the Clyno Century, will not compete with the firm's other products, and there is a possibility of a "Baby" saloon later. The general chassis details are similar to those of the existing Clyno "Nine," but a speedometer and clock are not included in the specification. The Clyno Century will be a little larger than the Austin "Seven" and the new Morris, and will be the cheapest four-cylinder petrol-driven passenger vehicle on the road.

The man behind the Clyno Company is Mr. Frank Smith, the managing director, who has been away in North Wales during the week-end, but Mr. James Cocker, one of the directors, stated that when the new works at Bushbury, covering over 20 acres, were put down two years ago, they were originally intended for the new car, and practically 75 per cent. of the

BETTER FUEL FOR FUTURE.

What the Scientist Sees.

New York, June 27. Gasoline will be sold on its merits as a motor fuel even more than motor cars will be sold on their merits as motor cars, says George Granger Brown, professor of chemical engineering in the University of Michigan.

Prof. Brown forecasts "the gasoline of to-morrow" in a statement made public by the American Chemical Society. Dr. Brown is director of research of the National Gasoline Association of America.

His conclusions are the result of a careful study of tendencies in the petroleum and automotive industries, in which he points out the influence of motor car design on the qualities of motor fuel.

Refiners no longer are shifting the problem of better motoring on to manufacturers, says Brown. The introduction of ethyl gasoline, for instance, marks the turning point.

Three Fuel Eras.

"The relation between these two industries may be divided into

three periods," Prof. Brown states. "The first period, from about 1900 to 1916, covers the rapid development of motor cars during the years of which the fuel, gasoline, was considered essentially a by-product or waste of the petroleum industry."

"The second period begins with the World War, in which it became necessary for the refiners to dig deeper into the crude oil in order to supply the large demand of the fighting forces for aviation and motor fuel; making gasoline a least temporarily the major petroleum product."

"This sudden and marked change in the quality of gasoline, at least in its one outstanding property, volatility, forced the motor manufacturers to make certain important changes in the construction of their motors in order to utilize satisfactorily this low volatile fuel."

Gas Fits Motor, Now.

"The last period begins with the introduction of ethyl gasoline in 1922, which indicates the beginning of a period in which the refiners and the producers of motor fuel are making a conscientious effort to improve the qualities of their fuel and to adapt the fuel to the needs of the motor."

"Perhaps all of the refineries have not yet fully awakened to the number which still considers simply a problem of the motor manufacturer to produce a car motor that will handle any fuel that the refiners may choose to market is rapidly diminishing."

As the present tendency in motor fuel is to emphasize those properties which determine superior engine performance, says Prof. Brown, it seems likely that motor fuel for the immediate future will be marketed upon a basis of performance, and the characteristics which make superior motor or engine performance will be those demanded by motor fuel."

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PRODUCT OF
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is due to arrive TUESDAY, the 7th. inst.

It will be a pleasure to show you this fine Car.

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Phone 3193, MOTOR DEPARTMENT.

THE IGNITION SYSTEM.

Early Development; Recent Improvements.

The earliest method of exploding a compressed charge of petrol vapour and air was by means of bringing a hot tube in contact with the mixture. This method, however, quickly gave way to electric ignition, because it was found that with the hot tube method the charge could not be exploded until the piston had reached the top of its stroke, and consequently the piston had moved some distance on its downward stroke before the charge had begun to expand, with the result that a considerable amount of power was being wasted. Electric ignition was an improvement, as it enabled the mixture to be ignited before the piston had reached the top of its stroke, and consequently, by the time the piston was read to start on its downward stroke the charge had begun to expand. The first system of electric ignition was of the battery and coil type, in which a low voltage current of about four to six volts was passed through the primary circuit of a coil. The current induced in the secondary coil was of sufficiently high voltage to jump across the gap left in a sparking plug in the cylinder. In the early days, however, batteries were so badly constructed that they were very unreliable, and the system was not at all satisfactory.

The Magneto Invented.
The great development of electric ignition was the invention of F. R. Sims and Bosch, who produced what was then known as the magneto-machino, but which is now simply called a magneto. In this machine the necessity for a battery was done away with, the electric current being produced in the primary coil by revolving it in between the two arms of a horseshoe magnet. The coil is rotated by a system of gear wheels run either from the crankshaft or the camshaft. Another advantage of this machine is that the faster the coil is rotated the more intense is the current produced. By rotating the body of the switch, called the contact-breaker, the timing of the spark could be altered to suit the speed of the pistons, and in this way greater piston speed would be obtained. Nowadays, since batteries both reliable and economical are made, the old system of battery and coil ignition is not labouring under the same disadvantage as it used to. In the magneto there are very few parts which are liable to get out of order, and about the best piece of advice that can be given to automotive operators is to leave well alone. However, even the best of operators are liable to have a certain amount of ignition troubles, and I will now attempt to show how to locate and overcome such troubles.

Locating Ignition Troubles.
If the engine fails to start, or suddenly stops, the first thing to be checked is the fuel supply. Assuming that that is all in order, the next thing we examine is the ignition system. Remove each plug in turn, clean the terminals with a toothbrush dipped in petrol, and adjust the gap between the points to .025 in. Examine each plug to see that the insulation is not cracked or broken, and that the current has no chance of being short-circuited through the crankcase. See that the electric wires connecting the distributor and plugs are in good order, and that all connections are clean and tight. Then lay the plugs on the top of the cylinder block and turn the engine over by hand. Watch the plugs to see that a spark is produced in each. If no spark is produced, the fault will probably lie in the make-and-break apparatus. Remove the end cap of the magneto and examine the platinum points. Rotate the engine slowly until the points are at their maximum distance apart. Their measure this distance; it should be between 1 and 20 thousandths of an inch. See that there is no dust or dirt between the points, and if they do not appear very bright they should be rubbed over gently with a magneto file. See that the make-and-break is working correctly. It is quite possible that you may have over-oiled the magneto, and that some oil or grease has got between the platinum points; if so, wipe them clean with a piece of lintless cloth. The platinum points should never be rubbed with emery paper, and if they are cleaned with a magneto file be careful to wipe them clean of any small bits of metallic filings.

The distributor cover should be removed occasionally and inspected for an accumulation of carbon dust. The inside of the cover should be cleaned with a cloth moistened with petrol, and then wiped dry. At the same time, see that the brush is not sticking. If the points on the spark plugs are dirty or too far apart, the

"THE EXPERT."

The Adventures of a Lad.

[By Andrew Soular.]

The four middle-aged fellows with the wind bitten faces were sitting in the snugger of the "Dolphin" when The Lad blew in. The stout landlord was a good-natured soul and gave him the glad hand.
"Blowing a bit—aren't it, sir?" one of the ancients.
"Some blow," said The Lad. "Couldn't get an inch more than seventy out of the old bus."
The ancient who had opened the conversation went to the window and glanced at the five-year-old two-seater that wasn't much bigger than a sewing-machine.
"It'll get wet," he said. "Why not bring it inside?"
The Lad missed the point. "Motoring isn't what it used to be," he said, slapping his thighs. "I suppose you gentlemen have discovered that. One of these days I'm going to write a book about my experiences."
The company nodded promptly and leaned forward. "I remember driving a racing car through a gale," The Lad drank deeply and hoped that he wasn't keeping the fire from anyone. "Bought it cheap," he went on.

engine will be hard to start, and certain of the cylinders will "miss." Never neglect a "missing" cylinder, as this allows raw or unvapourised fuel to enter the combustion chamber. The unvapourised fuel will creep past the piston rings, washing the oil film from the cylinder walls, and finally enter the crankcase, to contaminate the oil there. The most usual cause of a "missing" cylinder is a dirty spark plug or the points set too far apart. Inspect your wire cables regularly to see that the insulation has not worn away, allowing a short circuit.

Ignition Timing.
On some engines the advance and retard are automatic; on others, there is a lever by which the ignition can be altered at will. For starting always retard the spark, advancing it again as the engine fires. Always run with the spark as far advanced as possible for smooth running, but retard the ignition when the engine starts labouring, advancing it again as the engine picks up. If it is noticed that the platinum points on the "make-and-break" become burned rapidly, it most probably means that the condenser is defective, when either a new one should be installed or the magneto should be repaired. Occasionally the magneto may become demagnetised. This trouble is rare, but should it happen it is best to take it into a service station and have it remagnetised. After a general overhaul it may be found that the magneto is out of time. In this case, consult your manufacturer's instruction book as to how to rectify the matter. If your ignition system is of the battery and coil type, the source of the trouble may be in the battery.

Care of the Battery.
The battery needs very little care to maintain it in good condition, the most important point being to examine it about every 10 days to see that the liquid is about half an inch above the top of the plates. Add distilled water if necessary. The liquid in the battery consists of a mixture of pure sulphuric acid and distilled water in the proportion of one to five. If a fresh mixture has to be prepared, always add the acid to the water; never add water to acid. Chemically pure sulphuric acid must be used, as the ordinary commercial acid contains impurities, which would spoil the battery. If it is suspected that the battery needs recharging, the density of the solution should be examined. The minimum figure to which this can be allowed to fall can be ascertained from your instruction book.

If, on examining the battery, the liquid appears to be whitish, the battery must be recharged by running the dynamo on it at low speed. It is advisable to take your car in to a battery service station about once a month and let them examine it thoroughly. Always keep all connections clean and tight, and examine carefully the connexion between the battery and the chassis, as this provides the earth without which the whole electric apparatus of your car could not operate. If the vehicle is to be left idle for any length of time, the battery should be well charged and kept in this condition by recharging every three weeks. If, however, the vehicle is to be left idle for a period of several months, it is best to take your battery in to a service station and let them look after it for you.

In general, the best advice as regards the electrical equipment on your car is to "leave well alone," but don't forget to add distilled water to the battery every ten days, if necessary.

"Extraordinary thing! Twelve cylinders! Must have cost a pile of money. There it was in the showroom: Twenty-five guineas. Absolutely perfect. Tried the engine. Silky, boys—positively silky. What's wrong with the works?" said I. "Nothing," said the salesman, but he sighed like a woman at the sight of the first grey hair. "No catch?" said I. "Wants driving," said he. "No toy for a novice!"

The Spirit of the Road.
"I bought her, started her again, got into the seat, and moved her out into the road. A mechanic came after me and whispered, 'Go carefully, sir.' 'Why?' said I. 'She's haunted,' said he. 'She's haunted by the ghost of the racing motorist who used to own her.' He was killed in a speed trial. Split his head on the track. I go care-free—l-y. Did I? Made straight for Portsmouth. Thought I might be able to do it in two hours from Town. Sirs! That car was speedier than a shooting star. She was registering eighty, when only half out. A little more and there was 'ninety-five' showing on the old dial. I knew she was good for the hundred when, of a sudden, I saw a dizzy bend in the road just ahead of me. Knew I couldn't turn it at that speed. Awful drop of a hundred feet on the off-side. My God! Brakes refused! Couldn't shut off! Felt something touch my shoulder. There—there was the ghost of the fellow the mechanic had told me about. Head split, eyes anyhow. Felt faint. Nearer, nearer to that terrible bend in the road. Hairpin bend. Ninety-five an hour, gentlemen! The ghost leaned over and took the wheel. Sirs, we turned that bend as smoothly as melted butter alithering down a stick of asparagus! I fancy I swooned. When I opened my eyes I was on the broad highway, doing a steady forty."

Women and Wire.
"About the time the Suffragettes were stringing wire across the roads to catch motorists I was driving to Town from Eastbourne. Suddenly I saw a wire stretched right across my path! And I was going a modest fifty. Couldn't save myself. Knew that this was the end. Whizz! And I was through it!"

The first ancient went again to the window and took another look at the car outside.

"Why didn't you duck?" he asked.

The Lad said: "It wasn't a wire at all. It was the slit in the windscreen that I had been staring at." He ordered a round for the appreciative company. He was warning to his work.

"But the most amazing thing

that happened to me," he said, "was when I happened to be pushing an old six-cylinder along at sixty odd. Midnight, gentlemen. When graveyards yawn and all that sort of thing. Suburb of London. Near a railway station. 'Ciel! This makes me sweat even now.' 'As I turned into the road, running alongside the station I saw a lorry in front of me. Golt! hell-for-leather! I was doing fifty, as I've said, but she was doing more! Lurching, too. They'll be into the fence in a second,' said I to myself. Yanked the old hooter good and loud. They didn't hear it. Tried to catch 'em up. Couldn't get near their tail."

The four ancients were sitting with lips apart, apprehension in their eyes, their whiskers untouched.

"And then?" said one in a nervous whisper.

The Lad took a deep breath. "They crashed into the fence," said he. "I was going so fast that I had to pass them—couldn't pull up until I was fifty yards ahead. Then I went back to help."

"Mangled, of course," said one of the ancients.

The Lad shook his head, shut his eyes, and made a sign to the company to remain silent while he collected his nerves.

Vanished.

"I went back," he repeated, "but I couldn't find them! Not a sign of them! And the fence was intact!"

The whole company was gripped as by a glacier.

"I staggered alone to the railway station," said The Lad, ignoring the tears that were running down the cheeks of the oldest in the company. "I found a porter and told him of what had happened. 'I didn't dream this,' I said to him. 'I haven't had a drink since eight o'clock.' And I shall never forget the pallor of his cheeks as he replied: 'I know you ain't dreamed it, sir. It did happen. There was two men in that lorry and they were killed outright when they hit the fence.' But where are they? I asked. 'Where's the wreckage?' And he replied: 'The accident happened the night before last!'"

The Lad waited for some comment, but nerves had been frayed. The four ancients, covering their eyes with their hands, rose from their chairs and fled out of the room. The stout landlord remained.

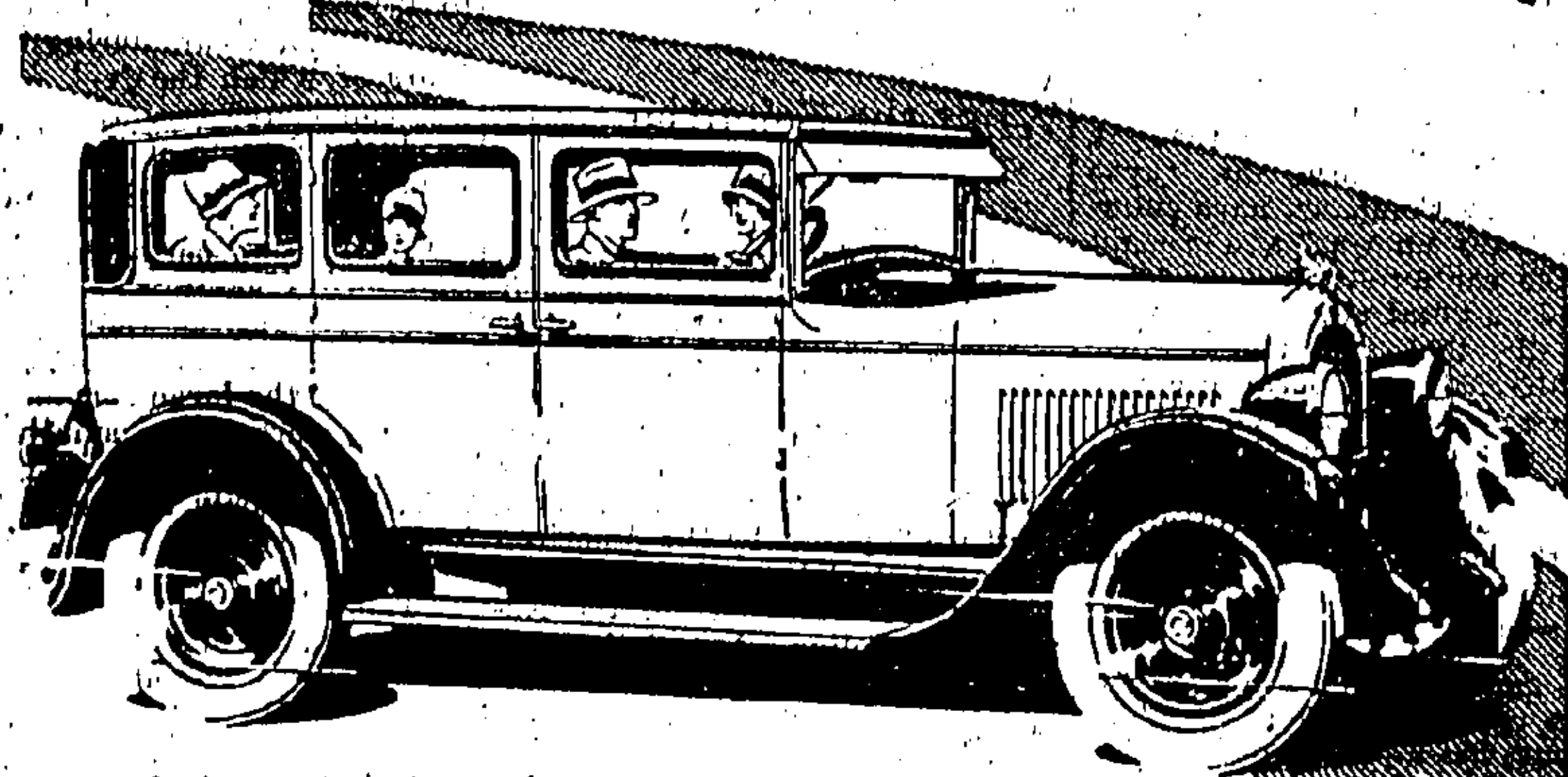
The Lad said: "Must have put the wind up 'em—what?"

"You have," said the stout landlord. "You've broke their hearts."

"What do you mean?" asked The Lad. "You can't break the hearts of a bunch of seasoned motorists so easily as that."

"They ain't motorists," said the stout landlord. "They be anglers down here for the fishing. You've beaten 'em at their own job."

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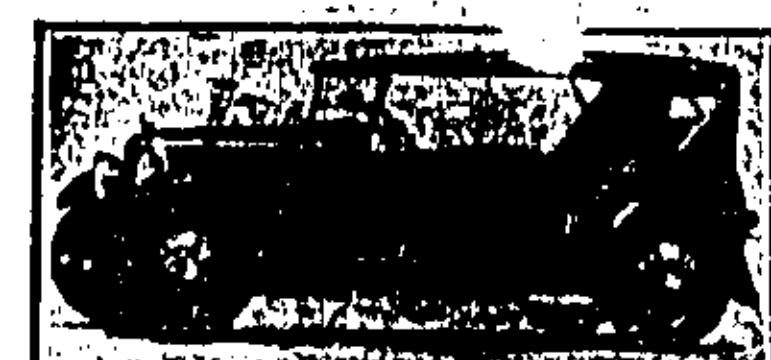
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They represent an entirely new type of motor car, priced moderately, but offering you all the beauty and quality and performance heretofore exclusive to very expensive automobiles.
To create such a car we had to develop an entirely new type of design and invest over \$2,500,000 in dies and machinery alone.
Naturally space precludes the full listing of all features but I do want to draw your attention to a number of the outstanding attractions such as—
"Twin-Ignition, high compression, Bohalite aluminum alloy pistons with Invar-straits,

bearing crankshaft with hollowed crankpins, Bifur centralized chassis lubrication, Houdaille and Lovelock shock absorbers, Biflex-Nash bumpers and bumperettes, chrome plating over nickel for all exterior metal ware, double-drop frame, one-piece Salon fenders and longer wheelbase lengths.
"I don't think anyone will ever want to use all the speed and power the engine delivers."
"If my judgment is worth anything you will find it well worth while to-day to examine this new automobile development with the greatest care."

(Sgd.) C. W. NASH,
President, Nash Motors Company.

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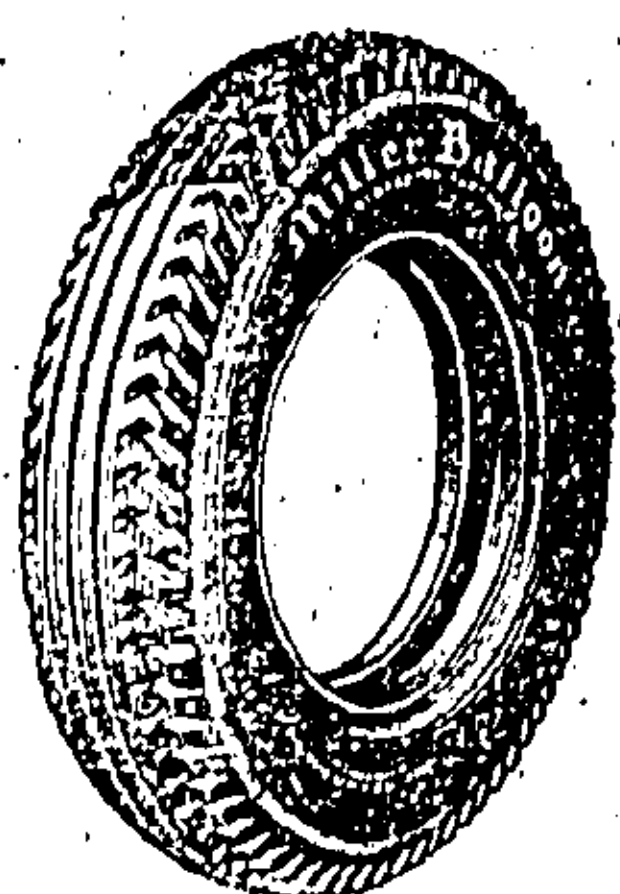
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Whiz Stop Leak Radiator Compound	2.00
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THE NEW FORD.

Welding Plays Important Part.

"That's not a new automobile; No wonder they take it to the airport to try it out—it doesn't run; it flies!"

Thus, in effect, the passengers expressed their opinion of the new Ford Model A, after a spin over the rutted, hilly road that skirts the field at Dearborn, where Ford planes take off and land. And having expressed themselves thus, most of them walked round the latest product of Ford engineering, touching here, peering there, as though trying to make sure whether this car were not after all a brilliant illusion.

Then, convinced that the car was real, they stepped back and remained gazing at its racing lines, with expressions which said plainly that, though their muscles and nerves knew the impossible had been accomplished, their reason would need time to absorb and accept. The contrast between their settled idea of what an automobile should be and this concrete embodiment of what an automobile could be had proved too great for easy adjustment. To-morrow, perhaps, they would be able to believe; today they were forced to take the position of the farmer who, looking the camel in the eye, declared: "There ain't no such animal!"

It was only after some time had passed that the average passenger became capable of expressing his wonder in the form of definite questions. But sooner or later he was bound to ask how it was possible to build into a car the tight-knit, springing muscularity that enabled it to race at fifty miles an hour over a road where a pack mule would pick its way, and pull up at the finish as sound as when it started.

Castings Eliminated.

The answer to this question, which is certain to be asked by thousands during the next few months, entails a long story of how Ford Engineering has eliminated all but a minimum of cast parts in favour of forged, pressed, and spun steel, and by marvellous new methods has fabricated these in combination hitherto unachievable.

Ninety per cent. of the new Model A's structure is composed of steel—light, strong, springy, precisely measurable and calculable in stoutness and weight, exactly adaptable to the functions of each part for which it is used.

Rear Axle Housing.

In the Model A the world sees the automobile brought out of the foundry for good. The cast-in method survives chiefly in the cylinder block, for which the qualities of cast metal suit it admirably. Here, supporting nothing, it serves with efficiency as the curb in which are generated the thrusts of magic power that send the Model A whistling across the terrain.

The rear axle housing of the Model A embodies splendidly the combination of material and method from which proceeds the structural superiority of the new car.

In the Model T the rear axle housing was made up of malleable casting of considerable size. The same assembly in the Model A is electrically fabricated of forged, pressed, and spun steel parts, each adapted by special treatment to the function it is to perform. The differential housing or "banjo" is composed of a U-shaped section of steel—a standard rolling-mill form—pressed by dies into a circle not quite complete. The U or Channel-shape gives the housing the great strength inherent in this form. The circle is closed by the differential housing sleeve, which is made in a forging machine, and welded to the unconnected ends of the U section by the flash resistance method in a mechanical welder of Ford design and construction. The assembly is unsurpassed in symmetry and strength.

The bell sections which adjoin the differential housing are of round steel stock, blanked out on a forging machine, and spun into bell form on a hot metal spinning machine adapted by the company to this purpose. After being trimmed in a press, these sections are flash welded to the tubular portions of the axle housing in machines of Ford design. These tubular portions are made of pressed steel, blanked out on a press in forms somewhat resembling wedges in outline. Right and left sections are identical, and their shape permits their being blanked without waste. After being given their tubular form in a die, these sections are placed in automatically clamping and automatically fed arc-welding machines of Ford design and construction, in which their seams are closed.

Spring perches and ball supports for the shock absorbers are drop-forged integral, machined hardened, and flash welded by electrical

resistance to the brake housings in Ford mechanical welders. The brake housing is also a product of the forging machine, specially treated to sustain the weight and torque of rear wheels. This assembly is set up and flash welded to the smaller end of the tubular section. Excess upset metal on the complete rear axle housing is eliminated by cutter, grinder, and lathe. Before the bell sections are bolted to the banjo "rabbet" cuts are made on each which assure their alignment. It is hardly possible to conceive a unit of this sort more suited to the demands of the new car.

The Model "A" Muffler.

Another fine example of the structural superiority of the Model A is found in the muffler. The muffler on the Model T was made up of seven pieces, held together by bolts. In the Model A an outer shell of pressed steel is shaped to tubular form in a die. Into this a baffle is spot welded by the resistance method. An inner shell into which have been welded three baffles, equally spaced, is inserted in the outer shell, and both are flash welded to the inlet pipe. This design allows the rear end of the inner shell to expand and contract under the heat of the exhaust. The whole assembly is welded by flash resistance to the outlet pipe, which carries the exhaust gases to the outer air, and the seam along the outer shell is closed by the welding method. The result is a muffler of high efficiency, so constructed that it is practically a single piece of pressed metal.

The internal end disc assembly of the Model A clutch is fabricated entirely by spot welding, a process which in this case involves the use of a remarkably ingenious automatic device of Ford design and construction. A toothed disc of high carbon content is welded to a cover plate and end disc of low carbon content. While one toothed disc and cover plate are being indexed and welded automatically in ten places, another disc and plate, already welded, are being removed, and a third loaded for the fabricating process. Five spot welds fasten the cover plate to the end disc, making a total of fifteen welds in all on this assembly.

Fan Modelled After Propeller.

Flash, spot, and seam welding are all employed in fabricating the fan for the new Model A. The fan pulley is composed of three pieces—two produced on presses and one an automatic lathe—flash and spot-welded into a single unit. The blade is composed of two pressed steel forms identical in shape, which are fabricated by the seam-welding process. The blade is spot-welded to the pulley. In form the blades embody the principle on which aeroplane propellers are fashioned, and pull most air, with least resistance, at lowest expenditure of horsepower of any tested during a long period of experimentation.

In the radiator stay rods of the Model A, the welding method has been used to decrease weight without sacrificing strength. To a tube of pressed steel, forged terminals are secured by the flash-welding process. The new hand-brake lever assembly is another example in point. Here the welding process makes it possible to put the trip-rod within the lever, which is formed of a tubular section of pressed steel.

The fabrication of brakeshoes for the Model A involves another Ford Welding development. Each shoe is equipped with lugs which are spot welded on, four at a time, in a Ford-designed machine into which they are hopper-fed.

These examples represent only a small number of the total parts fabricated by the welding process in the new Model A, but they indicate how this method has been utilized to make the latest Ford product a new kind of an automobile in structure and, consequently, in capability. To indicate the extent to which the new method is utilized, it may be well to name a portion of the other parts, the manufacture of which involves the welding process.

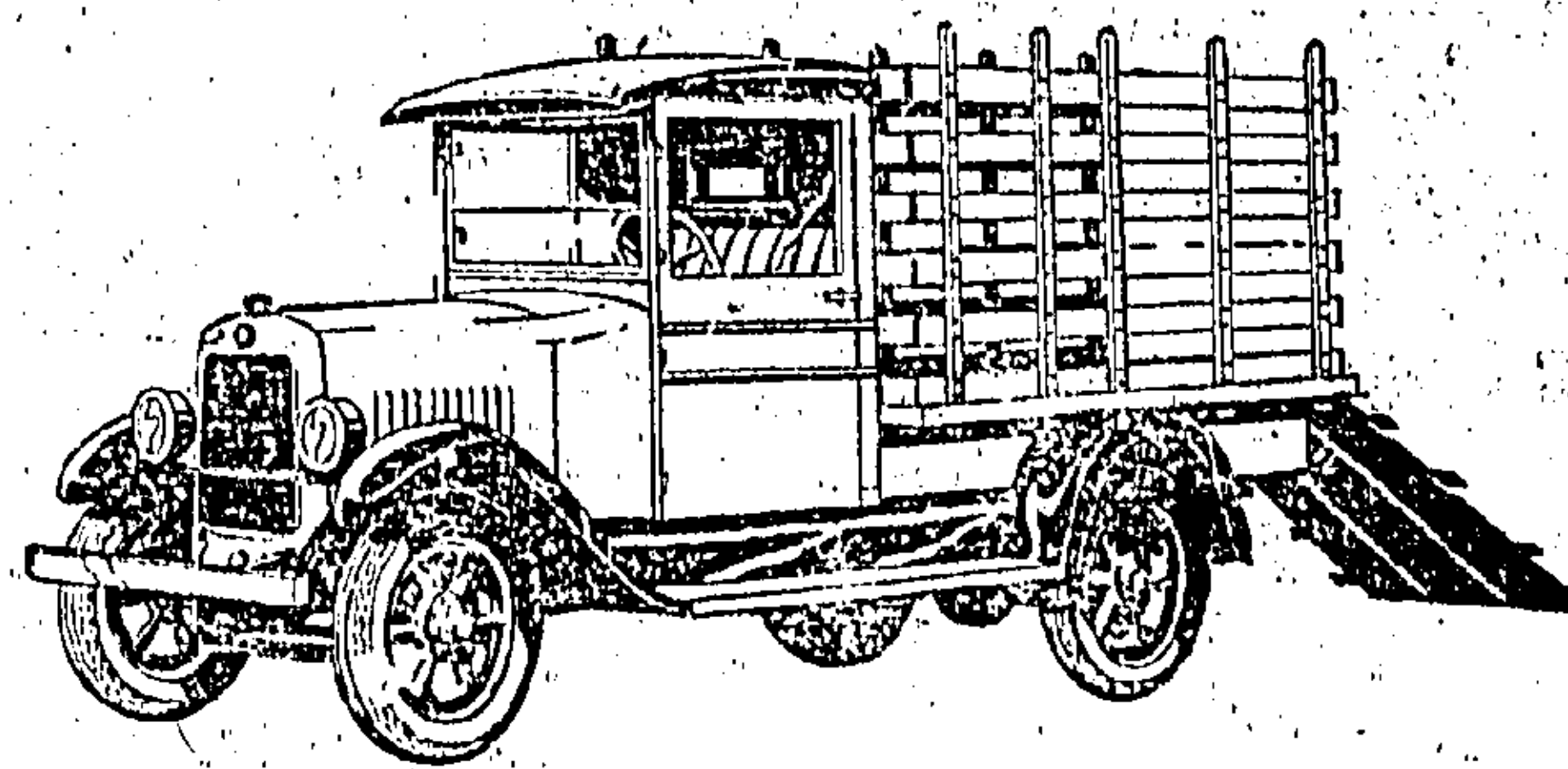
Some of these other parts are: the steering gear housing, the starter shaft, the differential ring gear, the engine pan, the generator pulley, the brakeshaft, the front radius rod, the rear radius rod, the oil pump gear, the oil pump screen reinforcement, the fuel tank gage frame, the fuel tank, the steel-spoke wheels, the spare tyre carrier, the windshield frame, and numerous body parts in all models.

MAY GO 300 MILES AN HOUR!

By means of a front wheel drive, automobiles will soon be doing from 80 to 360 miles an hour, according to Walter Chrysler, inventor of this type of drive. Chrysler went on to say that the car he had in mind would have six wheels, four of the wheels being in the front drive and giving the car more weight forward to hold it down at that high rate of speed.

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Six Cylinder Engine
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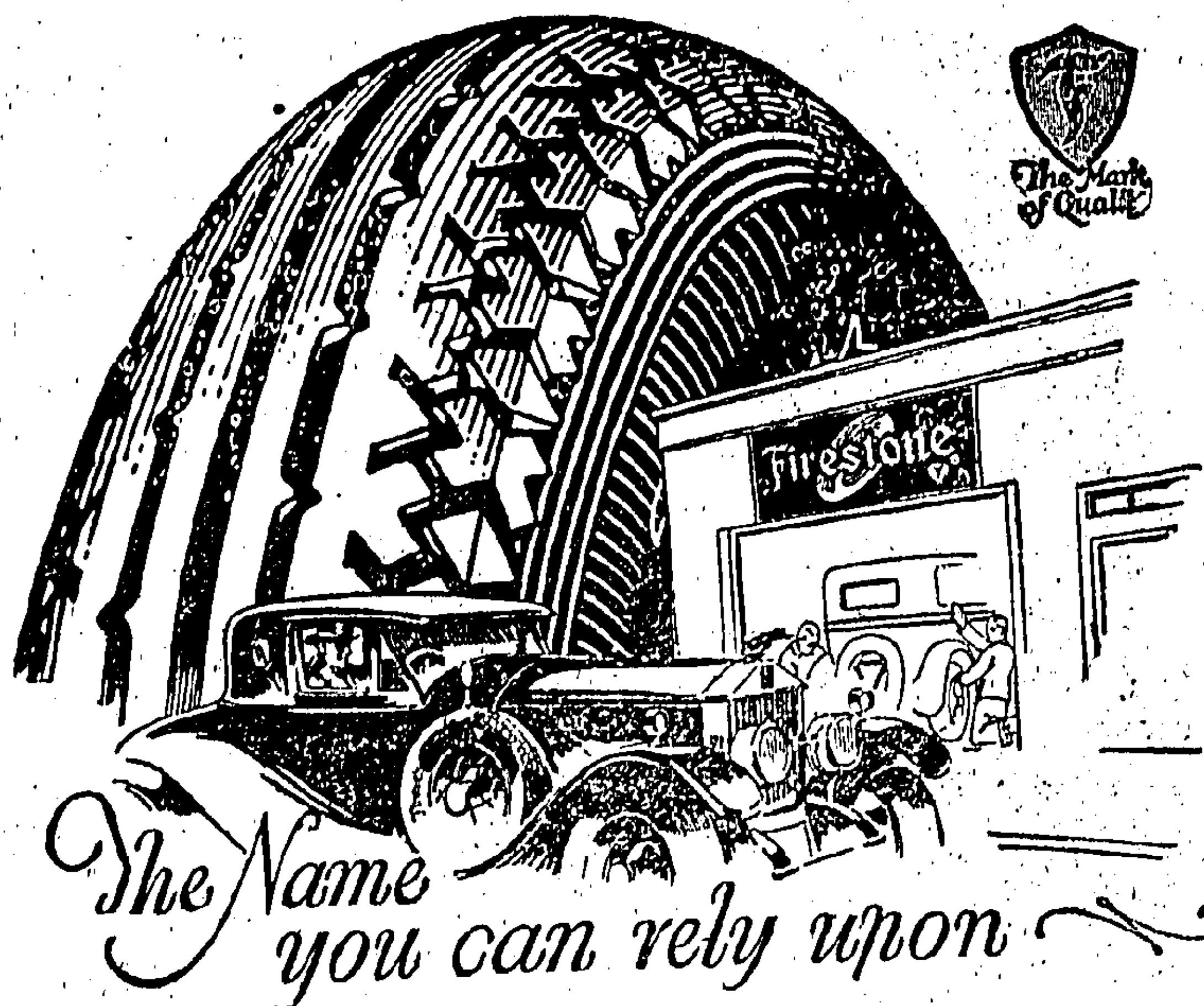
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There is a General Motors six cylinder truck for every need in light and medium duty. Also Heavy Duty Trucks up to 15 tons capacity. By all means, investigate this most complete line!

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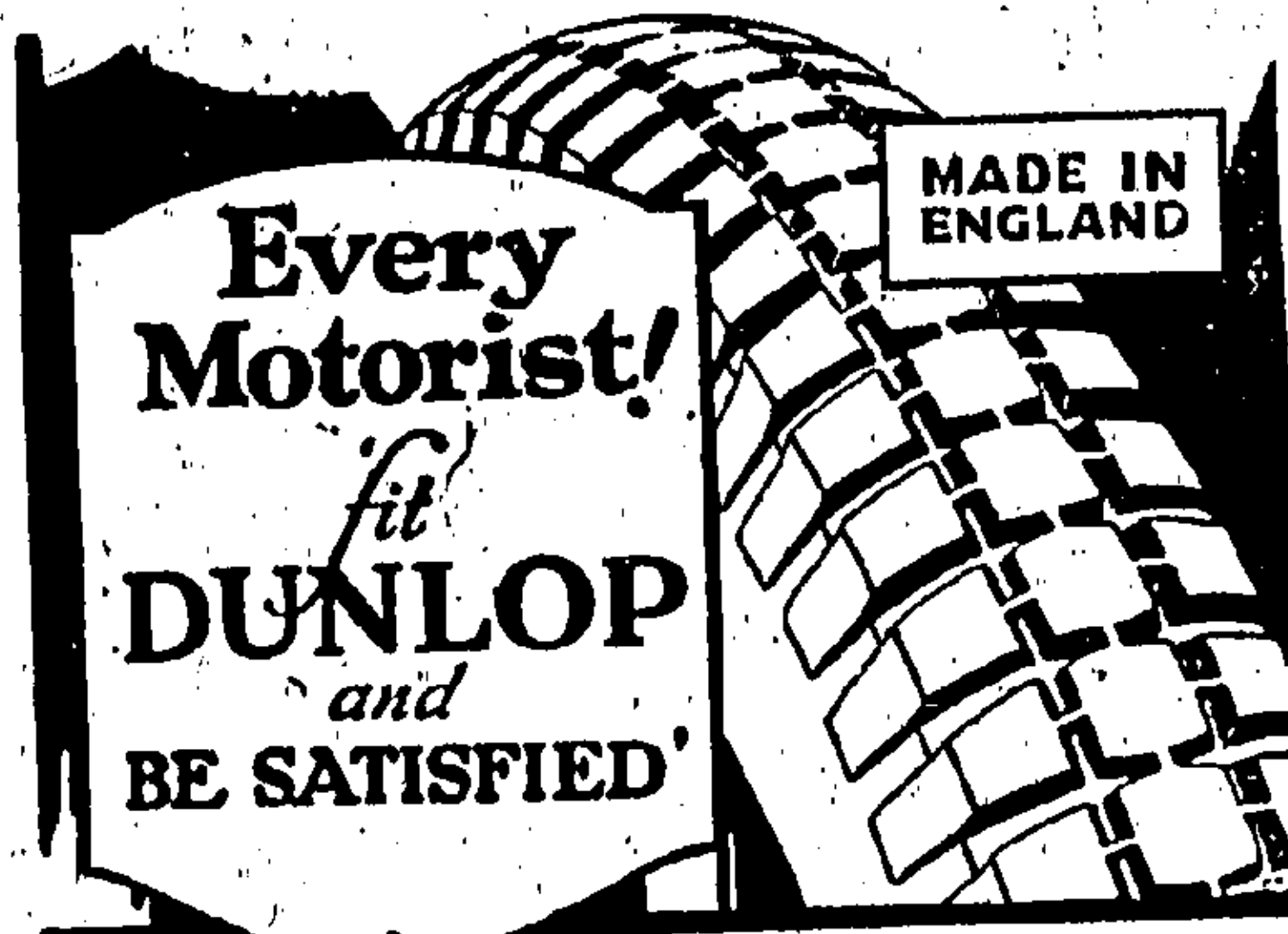
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THESE GADGETS.

Investigate New Inventions.

There are a great many things which are offered to the motorist which are in the nature of experiments so far as he is concerned. All kinds of subsidiary appliances and substances are constantly being put on the market which may or may not be an advantage in connection with the use of the modern motor car. The craze for experiment lies deep in the make-up of a surprisingly large number of people, and it is exploited by all kinds of shrewd and sharp business men, with a view to turning a more or less honest penny. A great many of the things which are put before motorists are good things, although not necessarily good for, or even suitable for, many individual cases. The motorist of an experimental turn of mind may buy a multitude of appliances and gadgets for his car. He may find things of value which are useful and helpful to him individually on account of his own particular idiosyncrasies or the necessities of his business or sport or other proclivities. The motor car can be used for so many purposes that it becomes the centre of a great deal of ingenious inventive activity on the part of those whose interest it is to be always introducing new things. At the present time inventions in connection with automobiles outnumber by many times those applied to any other single piece of mechanical engineering. There are things which are introduced by the old-established firm with big interests in the industry who may be relied upon to refrain from introducing anything of the catch-penny type. The owner-driver should always take it as an axiom that the manufacturer of his car, who has spent much time, money, and research in perfecting its design and manufacture, will have carefully canvassed any and everything which may have given an indication of being in the least likely to be an improvement. There are quacks in every trade, and the motor trade is no less immune from them than others. The trouble with all these things is that the motorist may be induced to start experimenting with his car. Nothing can so surely lead to his undoing—unless he is gifted with a wide knowledge, and has an engineering training. "Leave well alone" is a good motto for the user of any car so long as he is getting good performance.

MONET-GOYON MOTOR CYCLES

RESULT OF THIS FAMOUS MODEL IN THE FRENCH T. T. —
FRENCH TOURIST TROPHY. (May 13th, 1928)
—(2564.800 Kilom.)—

The race was held at MONTLHERY TRACK with several competing machines. Only two riders on Monet-Goyon machines entered for this T. T. race.

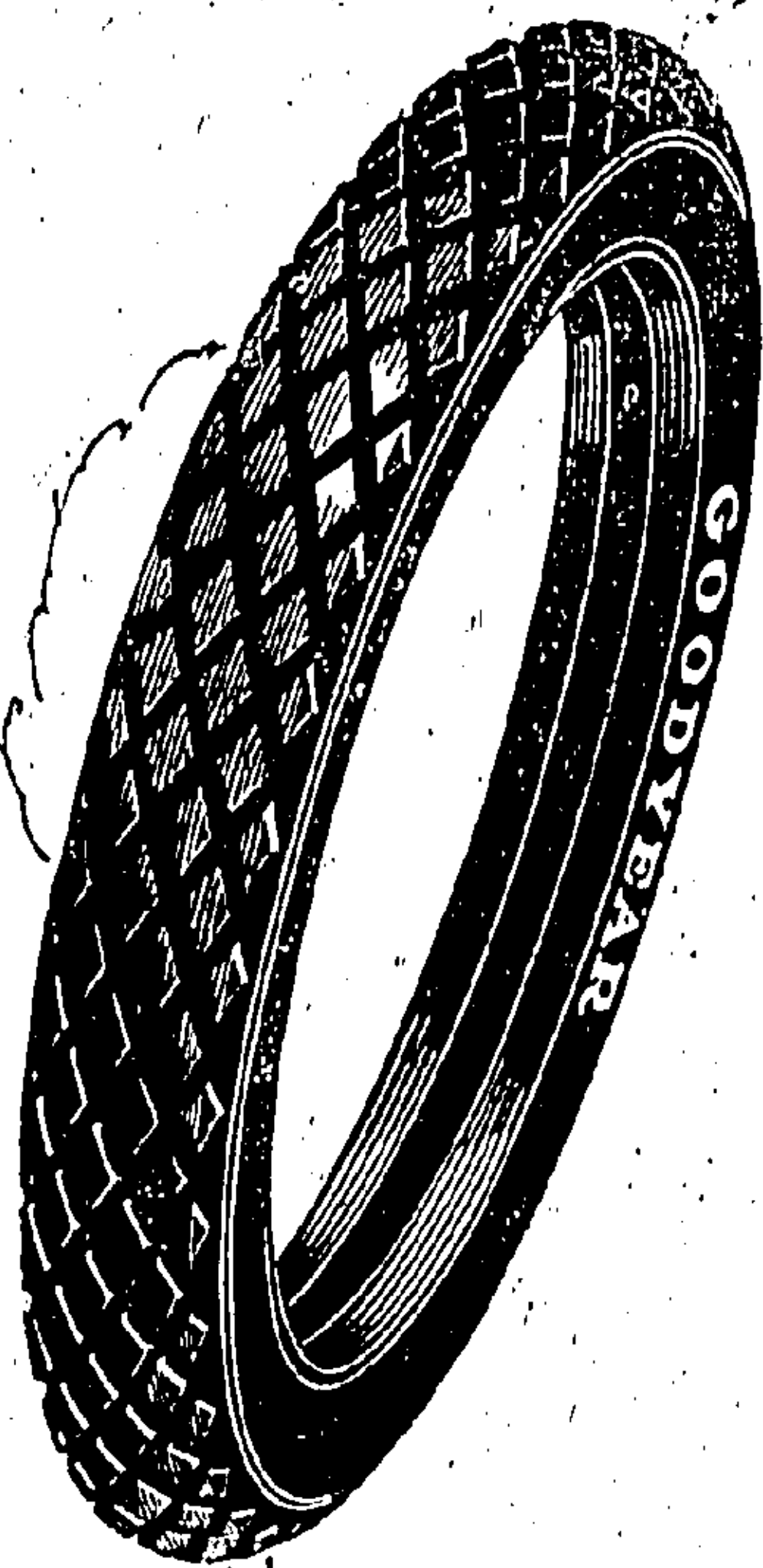
175 cme: 2 Entries. 2 First Places (SOURDOT and HOMMAIRE) without losing a single mark.

Performance superior than 250 cme. machine.
HANDICAP FOR MACHINES OF ALL CATEGORIES.

First SOURDOT on Monet Goyon machine.
Award: Gold Medal of the M. C. F.

The machine you buy is the result of experience gained in these terrific tests. Every success proves what your M. G. can do.

For particulars apply:—
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Comfort, long wear and economy plus helpful dealer-service. These can be yours if you ride on Goodyear Supertwist Motor Cycle Balloons.

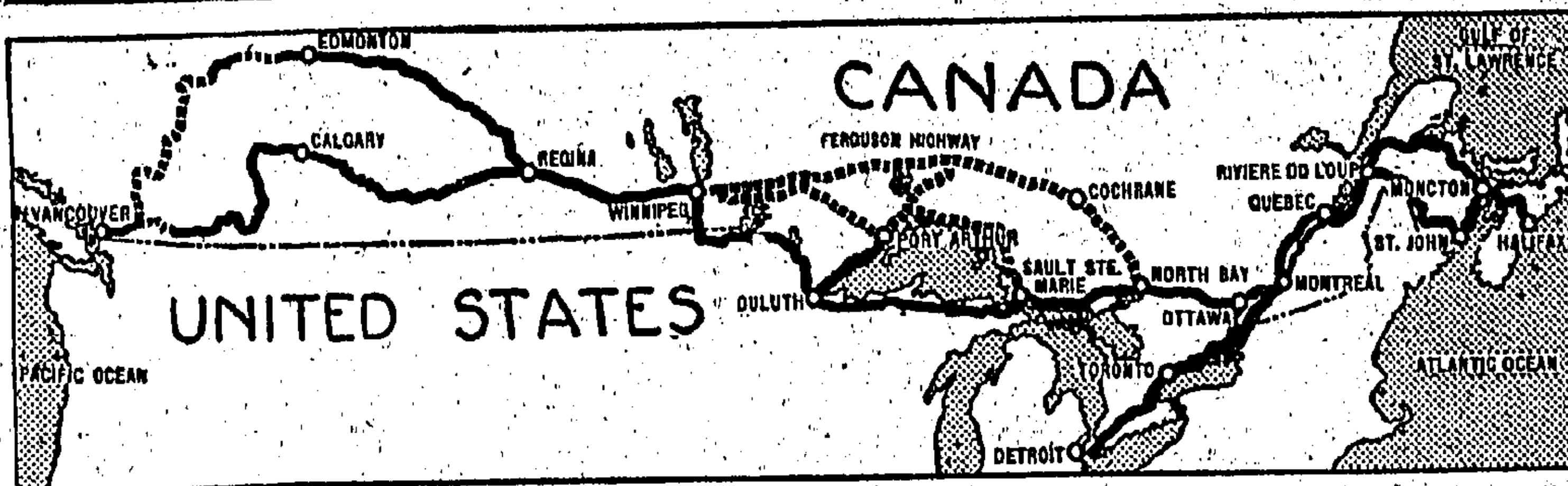
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COAST TO COAST THROUGH CANADA.

Magnificent 5,000 Miles Highway.



This map shows the existing routes and those being built or planned, shown by dotted lines, to complete the trans-Canadian highway.

Toronto, June 26.—Thousands of motorists have discovered that Canada has good roads besides fine scenery. Thousands have yet to learn they can cross the continent by way of Canada from coast to coast practically all the way.

When completed the trans-Canada Highway will be upwards of 5,000 miles in length, the longest road on the North American continent.

The trans-Canada Highway is made up of the various provincial highways joined together, straightened out and improved to make a clear trail from one of the dominion to the other. From this main artery run hundreds of feeder roads to the United States to remote mountain and lake fastnesses, to wilderness and summer resorts.

Halifax, Nova Scotia, on the Atlantic seaboard is the starting point. From Halifax the road leads by way of Truro to Moncton, New Brunswick, where it branches into two sections. Through Nova Scotia there are numerous signs such as will be placed along the whole route, showing the directions to Vancouver and to Halifax.

Along Coast or Border.

Both sections from Moncton lead to Riviere du Loup in Quebec. One branch follows the Atlantic coast and the other the boundary of the province. The other road runs along the border near Maine, passing through St. John, where the Boston-New York road joins.

Then there is once more only one road across Canada, hugging the south shore of the St. Lawrence River to Levis, opposite the citadel of old Quebec. A ferry takes the car across at this point to the railway bridge across the St. Lawrence, on which a \$400,000 motor road is under construction.

Down the St. Lawrence north shore past quaint old French-Canadian towns, the road leads to Montreal. Montreal to Sault Ste.

Marie is the next step along the Canadian Highway. This route leads through Ottawa, the Federal capital, along the Ottawa River, skirting Algonquin National Park through North Bay and Sudbury, to the Soo.

New Highway Begun.

There is a new road from North Bay leading north to Cochrane and then west. This is the Ferguson Highway, part of the proposed trans-Canada road. It runs through wild virgin territory, where fishing is plentiful and the virgin forest skirts both sides of the road in places. When completed it will pass north of Lake Superior, past Lake Nipigon to Winnipeg.

Another road from Montreal, which is not part of the trans-Canada Highway but leads through the more settled part of Ontario, follows Lake Ontario to Toronto, thence to Niagara Falls, where the Buffalo road can be taken, or continuing through Canada to Windsor or Sarnia to connect with Detroit. These roads are in first-class condition.

The proposed trans-Canada route from the Soo will skirt Lake Superior to Port Arthur and follow the Canadian National Railway line to Winnipeg. It will connect with the northern route, Ferguson Highway, near Lake Nipigon.

Across the State.

At present the route enters the United States from Sault Ste. Marie. The quickest way into Canada again is by way of Duluth to Emerson, Minn., on the Jefferson Highway, a straight road from the Gulf of Mexico to Winnipeg.

Across the prairies there is an excellent road to Regina, touching at Brandon, Manitoba. Much of this road is built of gumbo, a black clay, which is very good in dry weather but bad in wet weather. In Manitoba it is now gravelled to make it better for wet weather, while further west in Alberta a coating of tar and sand has proven substantial.

At Regina there is again a choice of roads. The northern roads to Saskatoon, Edmonton and Jasper National Park. This road is not yet finished. From Jasper Park it will lead through the Rocky Mountains to Hope, B. C., and then to Vancouver.

Over the Rockies.

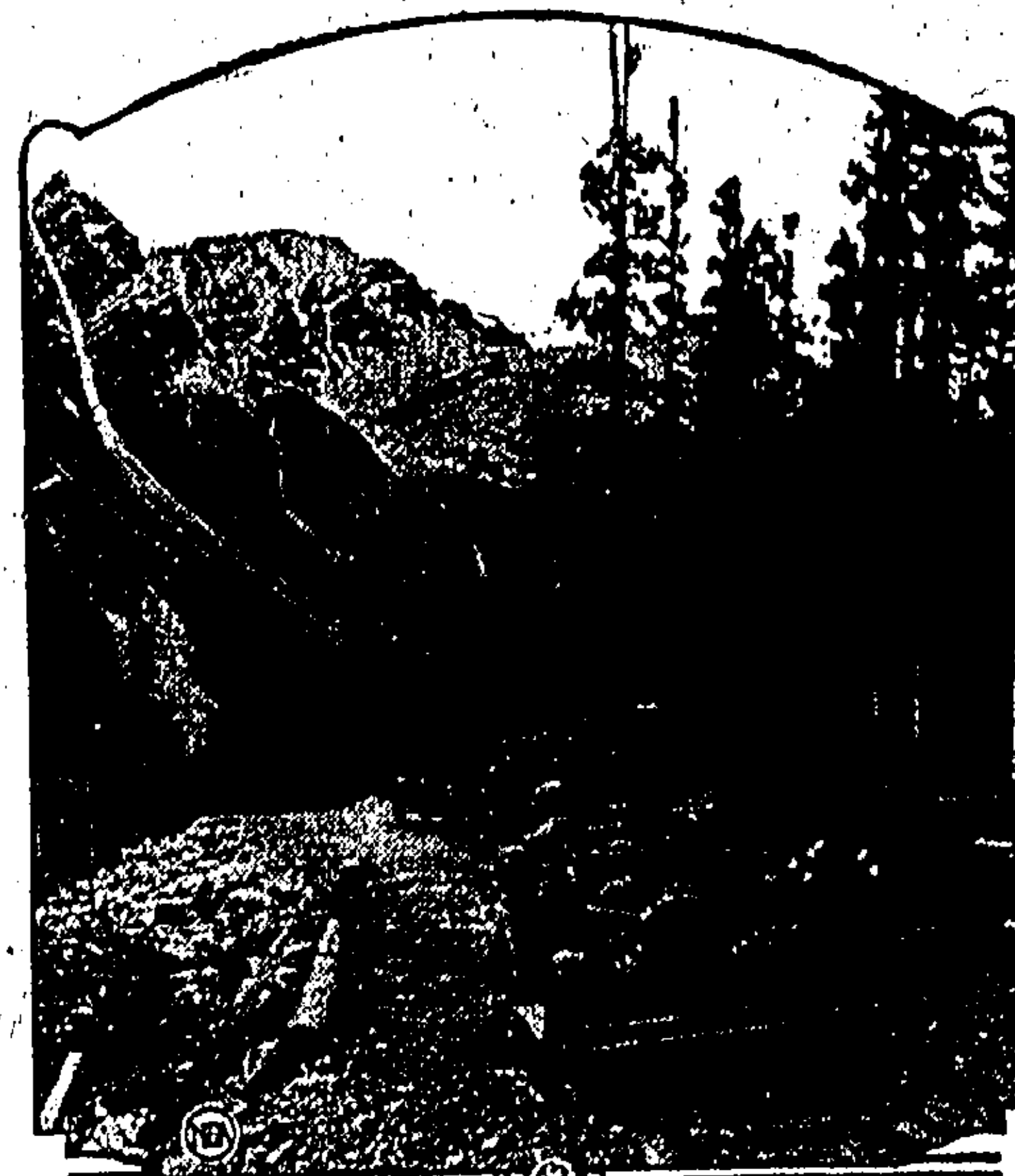
The more travelled road runs from Regina to Medicine Hat, Calgary, Banff and Lake Louise, one of the beauty spots of the continent. Down the Windermere Valley, through the Rocky Mountains the motor trail leads. Past Kootenay Lake, Cranbrook, then Kushonook, where a 65-mile ferry

brings the car to Nelson. Eventually this ferry will be done away with.

Nelson is near the border, Washington, and the road is along the boundary to Osoyoos, then up to Penticton, on a route about way to Lytton, at the foot of the Fraser Canyon. At the bottom of the canyon is Hope, from there to Vancouver is a straight trail.

There are two tunnels in British Columbia through which motor traffic has to pass. They are Lytton and at Hope.

At Vancouver the Pacific Highway connects, thus giving a road to San Francisco, Los Angeles and San Diego.



From the road on Mt. Edith Cavell, high up in Jasper National Park, Alberta, the motorists look out toward Mt. Soraor.

TAR-SURFACE RAVAGES.

Home Grumble Against Authorities.

[By E. M. Wright.]

Suppose our local constable while on his beat took to spraying the clothes of passers-by with sulphurated hydrogen!

Suppose that our postman in delivering the morning mail laid a grimy hand on our best business wear and forcibly detained us so that we missed our train!

Suppose that our stationmaster took to treating the seats of the 8.53 with treacle to lay the dust!

These ideas are not entirely fantastic. Up and down the country there are public servants daily doing very much the same thing.

By laying tar as the majority of them do, surveyors are carrying out their official duties in a manner which slows down traffic below legitimate and reasonable speeds and inflicts gross and inexcusable damage on property.

Whether this state of things is the fault of the surveyors concerned—again I speak of the average, not all—or the fault of the materials they are compelled to use, is perhaps a debatable point.

We do know that tar—British tar—carefully selected and properly applied, can be perfectly satisfactory, and we do know that British surveyors—as witness the excellence of our roads—are the best in the world.

But, however excellent each may be in his own sphere, for some reason or other, when they get together, the result is too often a state of things that can only be described as a crying scandal.

My remarks on this subject a fortnight ago naturally incurred the displeasure of several folk financially interested in tar, notably the British Road Tar Association.

The splendid work of the B.R.T.A. on behalf of this estimable if messy British product must command respect, so I promptly went to see them.

There I learned much of their efforts to raise tar for road purposes and to educate and induce surveyors to lay it properly and cover it adequately.

While this seems to involve them in two rather interesting admissions, I did not find that anything I had written was either unjust or inaccurate.

In referring to tar surface-dressing as the greatest curse of motoring to-day, I am not concerned with how the stuff may, might, could, should, or ought to be laid, but (to quote the article) tar as it is laid by the average surveyor.

I do not claim to be an expert in road matters. If one's new suit catches across the shoulders and hangs like a sack one does not need to be an expert in tailoring to detect that someone has blundered.

Similarly, while roads are being so treated that traffic passing that way has to reduce speed to six or eight miles per hour until the mess dries—which may take a week or more in hot weather—it may be said without argument that there is something fundamentally wrong; all the more so when alternative materials are available that have not those disadvantages.

I write only as a private motorist of some experience, reflecting the views of thousands of other private motorists from whom I receive letters at this office.

Tar may be a British product, and the work of the B.R.T.A. may be highly commendable and deserving of every encouragement; but that does not help you and me to negotiate roads drenched in almost "neat" or naked tar—and to go on enduring this state of affairs year after year without voicing a grumble.

Surely it is for the three parties—road authorities, surveyors and tar interests—to get together and find out where the fault lies.—In Sunday Pictorial.

GRADES OF GASOLINE.

Do Not Mix Them.

[By Israel Klein.]

No matter how good the condition of the engine may be, the gasoline used for it must be appropriate for its best efficiency.

There are two types of engines to-day—the high compression and low compression. For each a different grade of fuel is necessary if the motor is to run smoothly.

In the high compression motor only a high test or "doped" gasoline should be used. In the other type any kind of fuel is operative, but here also it should be remembered that the cleaner and purer the gas, the higher will be the efficiency of the motor.

The biggest mistake automobile owners make is buying their gas wherever they happen to be, irrespective of the grade of gas the tank formerly held. Mixing grades isn't helpful at all, and mixing poor gasoline with the good is obviously harmful.

Whatever the grade of gasoline used, no matter even that it is a cheap, poor fuel, that should be the only type bought at all times. Only by doing this will the best efficiency be obtained from the motor under the circumstances.

The reason for such practice is obvious. The carburetor is adjusted, let it be understood, for the efficient injection of a definite grade of fuel. If a lower grade is used, with the same adjustment, the engine will miss, there will be sputtering and stopping, and it will be hard to maintain an idling speed.

If a higher test gasoline is used, for a certain carburetor adjustment, the motor will get too heavy a mixture for the grade of fuel used and may choke up. Further—

more, there will be a waste of fuel and resultant inefficiency. Gasoline will fail to give the mileage it should and the gasoline finer will be blamed for the motorist's negligence.

Of course, there's no need warning motorists not to buy cheap fuels, especially from qualified stations. These fuels may be "mixtures" of cruder grades left-overs, after the better grades have been tapped. They may "doped" in order to boost the efficiency, but are nevertheless harmful because of their excess contents of sulphur and other crude oil elements.

Such fuel can easily put a gasoline out of commission in short order. It's cheaper, in the long run, to buy costlier fuel.

If a high test gas has to be used as in the case of high compression motors, stick to the same type fuel. It is especially important that "doped" and plain high test fuels should not be mixed, for they are quite different.

A "doped" fuel need not necessarily be a high test gasoline. Most likely it is of the ordinary grade, with the dope added to raise its explosive efficiency.

High test fuel, usually, is undoped. It is gasoline that has gone through an extra refining process in order to clear it of all possible traces of sulphur and other harmful ingredients.

A cheap, inefficient gasoline can easily be detected by the appearance of the lubricating oil in the crankcase. If this oil turns black, despite the fact that the motor is in good running order, it's a sign that the gasoline injected into the cylinders isn't burning properly. Some of it, unburned, finds its way into the crankcase and dilutes the oil there.

A good grade of gasoline burns up in the cylinder head almost completely and therefore leaves nothing, or very little, to flow into the crankcase.

EXCELSIOR

or The Climber.

A SIMPLE STORY BY
ELINOR SLIM.

CHAPTER IV.

Her father had not written to Eunice for three years, and then one day she had the shock of her life. She received a letter from him saying he had sold the house at Tooling and was coming out to live with her. It was terrible. He would spoil everything. He was so uncultured. None of her friends would like him. He wasn't their type. And her enemies would simply scream with joy when they heard his accent. Poor Eunice. She was so unhappy, but what could she do? She was afraid of her father, and she knew it was useless to tell him not to come. That would only make him all the more determined. What was she to do? She dared not confide in her husband who still believed that her father was a retired city merchant, and that "The Cedars" at Tooling was a mansion standing on its own grounds. Perhaps she might have made a clean breast of it if he had been more sympathetic, and in fact she had it all arranged one evening.

There she was, ready for him, sitting sadly on the sofa, with her father's letter in her hand.

Although it was one of those hot sticky evenings and the mosquitoes were a nuisance, she meant to surprise up to him in a girlish way and then break into tears on his manly bosom.

But Kuttie spoiled it all: first, he was very late in coming home, and then he was in quite the wrong mood.

When she said sadly: "Oh Chubby darling," (she called him "Chubby" when they were affectionate together,) "what have you been drinking?" instead of saying, "Oh, just a little pick-me-up drink," which is what he usually said, he replied: "I've been imbibing a mixture, highly recommended and definitely popular in the best circles, to wit, one gin, one French Vermouth, one Italian Vermouth, a spoonful of Grenadine, a spoonful of orange juice, and a dash of curacao, all shaken together with a lump of sugar. Violets are red, roses are blue, the bar-boy told me, so I know it must be true. Hi tiddlely hi ti, hi ti!"

Poor Chubby! He had been very depressed lately, and what with the heat and the slump, and the boycott, and the strain of learning what a young husband should know, his brain had given way. She got him to bed as quickly as possible and sent for the doctor.

In the morning he was much better, but Eunice found that she still could not open her heart to him. She had to listen to his tale of woe instead, and his confessions were far worse than any she had ever dreamed of making. Although she knew trade had been very bad, it had never occurred to her that her husband would be affected to the extent he told her of. Now in his matter of fact business-like way he explained to her that he was a ruined man.

The rag trade had gone to blazes, and Muck-and-Truck had gone to hell. The bank wouldn't carry the baby any longer and he had no money to meet his creditors. He had been trying to make a show and hide the facts for some time. He had paid one instalment on a smart little "Thirsty Six" coupe, and had even gone to the length of buying his wife two new dresses, and a packet of safety pins, besides a new topcoat for himself and six pieces of toilet soap for a dollar, at Towel & Shotways, the fashionable emporium.

Where had the money come from? He had to confess that these extravagances had all been paid for out of money he had taken from The Indigent Women's Self Help Society's fund.

Eunice was Treasurer of this little society, which she called her "Baby" and had given him the money to put in the office safe.

He had not meant to steal it, of course, but as he said, he was up to the eyes in debt and couldn't pay it back. Eunice was shocked to the core, and wept bitterly.

"The woman pays," she said, "The woman pays."

"Not the woman," said Mr. Kuttie, "the woman, you should say, and these Indigent Women will be damned Indignant Women, when they find out they've paid for your dresses."

Well, something had to be done quickly to cover up the loss, and there again woman's wit came to the rescue.

Eunice said, "Let's pretend we've had a burglary, we can get the Insurance Company to pay, and then we'll be all right and may even make something out of it."

Kuttie did not like the idea at all, not because it was wicked—he had been in China so long that his conscience was worn out—but because he did not think they could get away with it.

Eunice could see no harm in it. "Insurance Companies are fright-

OBITUARY.

INDIAN MOSLEM LEADER'S DEATH.

London, Aug. 3.

The death is announced of the Right Hon. Syed Amir Ali, P.C., C.I.E., the well-known Indian Moslem leader.—*Reuter.*

[Syed Amir Ali, who came of an Arab family which left Persia in the 18th Century and settled in India and which traces its descent from the Prophet, was born in Apr., 1849. He studied at the Hugli College, Calcutta, won a scholarship and went to London where he was called to the Bar in 1873. For some years he was lecturer on Mohammedan law at the Presidency College, Calcutta, and was later head of the Law Faculty of the University there. He has written excellent textbooks on Mohammedan law and other legal works. Even before he was called to the Bar he had published a "Critical Examination of the Life and Teachings of a recognised position in English literature. These included: "The Spirit of Islam," "Short History of the Saracens" and "Ethics of Islam."

He was Chief Magistrate of Calcutta from 1878 to 1881 and a member of the Bengal Legislative Council from 1878 to 1883. From the latter year until 1885, he was a member of the Imperial Legislative Council of India, being decorated for his services thereon. He was formerly a Judge of the High Court of Judicature at Fort William in Bengal, and a member of the Judicial Committee of the Privy Council.]

BANK RETURNS.

FIGURES FOR LAST MONTH.

The returns of the average amount of bank notes in circulation of specie in reserve in Hongkong, during the month ended 31st July, 1928, as certified by the Managers of the respective Banks are:

	Average Amount.	Specie in Reserve.
Chartered Bank	14,608,201	5,900,000
Hongkong and Shanghai Bank	14,910,416	84,000,000
Bank of China	1,849,074	600,000
Total	31,367,691	90,500,000

* In addition Sterling Securities are deposited with the Crown Agents valued at £1,250,000.
† In addition Securities deposited with the Crown Agents and British Government valued at £2,900,000.
‡ In addition Securities deposited with the Crown Agents valued at £180,000.

EXCHANGE RATES.

London, Aug. 3.

Paris	124.15
Brussels	34.90
Amsterdam	12.09 1/2
Berlin	20.35
Copenhagen	18.19
Vienna	34.425
Helsingfors	19.75
Lihsen	27.72
Bucharest	79.94
Buenos Aires	47.7/10
Shanghai	2/8
Yokohama	1/10 5/16
New York	4.85 7/16
Geneva	25.22
Milan	92.80
Stockholm	18.15
Oslo	18.15
Trapani	10.76
Madrid	29.52
Athens	37.4
Rio	5.29/32
Bombay	1/5 29/32
Hongkong	2/0 3/4
Silver (spot and forward)	27 1/4

—British Wireless.

A Chinese bus conductor employed by the Kowloon Motor Bus Company was admitted to the Kwong Wah Hospital yesterday following a scuffle with an Indian watchman employed by the same Company. It is alleged that the Indian assaulted the Chinese with a piece of iron and that injuries were caused to the latter's right cheek.

It is notified that His Excellency the Governor in Council has authorised as a place to be used as a cemetery for the Little Sisters of the Poor only and to be known as Now Kowloon Cemetery No. 2, the piece of land containing approximately 8,850 sq. ft. situated at Ngau Shi Wan, on the north side of lot 1007, Survey District 11, Public Works Department.

fully rich" she said, "and they like to pay out a little money occasionally for advertisement. Besides no-one has any sympathy for them, they are like a Railway Company or a Government."

Eunice rang up the other members of the Committee to see how they'd take it, and broke the terrible news to them. The story seemed to go down all right, so she informed the police.

The burglary had taken place one evening when all the servants had been given leave.

(To Be Continued.)

JAPAN PREMIER'S DENIAL.

TRUTH OF MUKDEN ADVICE.

ANXIOUS TO BE FRIENDS WITH CHINA.

THE TREATY QUESTION

Tokyo, July 28.

Interviewed in the train on his way to his country villa at Koshigoe to-day, Baron Tanaka, with reference to the question regarding the Three Eastern Provinces, made the following statement:

Appropos of the report that Mr. Hayashi, Japanese Consul-General at Mukden, recently gave advice to General Chang Hsueh-liang as to what steps the latter had better adopt in his administration, I have received from the Japanese Consul-General an official report in connexion therewith to the following effect:

"On July 16, General Chang Hsueh-liang sent to Mr. Hayashi his representative with a message stating that as he was still in mourning, he was compelled to stay in and at the same time expressing his desire that under such circumstances, Mr. Hayashi would visit him. In compliance with that request, the Japanese Consul-General visited General Chang, when the latter asked the former to give suggestions, in a private capacity, namely, as a friend and adviser, and not as the Consul-General representing the Japanese Government, with regard to the question of his coming to terms with the Nationalist Government.

In Private Capacity.

"Accordingly, Mr. Hayashi, in his private capacity, gave as his own opinion that in these days, when conditions in Central China have not yet settled down and when various diplomatic issues are likely to arise for the South to solve with the consequence that the prospect of relations between the Nationalist Government and the Powers has become rather uncertain, it would seem advisable for General Chang to watch the situation for some time to come pending the settlement of the state of affairs in Central China.

"Taking the above suggestion into consideration, at least so it appears, General Chang later on called a conference of the Peace Preservation Committee for the North-Eastern Provinces. As a result, it was decided that the question of compromise would be considered after the Nationalist Government settled down.

"Wait and See."

"General Chang again, through one of his secretaries, who visited Mr. Hayashi a few days ago, notified the Japanese Consul-General to the effect that the Peace Preservation Committee for the North-Eastern Provinces had decided to adopt a 'wait-and-see' policy until such time as the situation in Central China settles down, adding that they reached the above conclusion not as a result of suggestions given him by Mr. Hayashi in any capacity and that this notice was given not to Mr. Hayashi as a representative of the Japanese Government but as his

SOLDIER'S DEATH.

MILITARY HONOURS AT THE FUNERAL.

Full military honours were accorded to Private E.C. Rogers, of the Queen's Regiment (who, as reported last evening, died from heat stroke) at the funeral which took place at the Protestant Cemetery, Happy Valley, yesterday afternoon. Deceased was buried near the grave of the late Private Edward Plume, a comrade of his Battalion who died on June 11th.

The coffin was borne on a gun-carriage preceded by a firing party and the full Band of the Battalion. Lieut.-Col. Ponsonby, D.S.O., M.C. (Officer Commanding), and other officers of the unit were present and a large number of troops also followed to the graveside. The Rev. J. J. Hodgins, C.F., conducted the service.

Wreaths were sent by the Officers, Sergeants, Corporals, Mess, No. 3 Section M.G. Company, Other Ranks M.G. Company, His Comrades Nos. 9, 11, and 12 Platoons, "B" Company, Messing Staff, Other Ranks Headquarters Wing, Other Ranks, "D" Company.

personal friend."

The foregoing is the truth of the case and the allegation that the Japanese Government has given advice or suggestions of any nature to General Chang Hsueh-liang is absolutely without foundation. When Mr. Yang Yung-pao, Chinese Minister here called on me to-day, I notified him of the above fact and of my views on the fixed policy of the Japanese Government towards China as follows:

"Japan yields to none in sympathy with China and is anxious to effect the furtherance of friendly relations between the two countries. Nevertheless, since the Nationalist Government has taken such an attitude as to ignore the international good-faith by arbitrarily cancelling the Sino-Japanese Treaty as well as by announcing that its provisional code consisting of seven clauses, be enforced, Japan, no matter how sympathetic she is towards China, can by no means tolerate such a move and open negotiations in favour of the revision of the Treaty in question.

"Japan having already more than once expressed her willingness to revise the existing Treaty, we are, and have always been, prepared to meet the wishes of the Chinese people, provided China presents a motion for that purpose with sincerity and in a friendly spirit.

Ignore Obligations.

"And yet, when China, as stated above, cares to take such action as to ignore her international obligations and the Powers' rights and interests, Japan naturally finds it impossible to open negotiations for the revision of the Sino-Japanese Treaty, no matter how sympathetic and friendly she is towards China.

"It is hoped, however, that China will reflect, and I am sure it is not too late for her to do so. When and if such an obstacle disappears, we are fully prepared to comply with China's request for the opening of negotiations with the ultimate view to revising the existing Sino-Japanese Treaty of Commerce and Navigation. Indeed, it is up to China to remove the obstacles and to take necessary steps to pave the way for the opening of negotiations."—*Toho.*

The Very Idea!

There are people who can't bear being laughed at. They feel that their dignity is injured. They hate to think that they are sources of amusement to their friends.

Yet we can be pretty sure that anyone who is laughed at is liked. We don't laugh at cruel people, or at meanly vicious people. We don't smile at the foibles of those whom we dislike.

If we make fun of anyone, it means we are fond of them. Chaff is often the small change of affection. One who visited the Carlyles and heard afterwards of their troubles, said he did not believe a man and wife who chaffed each other so much could be anything but very fond of one another.

Frequently to laugh at a fault is the best way to reform it. Many mothers have in this way cured children of defects which scolding would have made worse. Never resent being laughed at, then, whether to your face or behind your back. Be kind and grateful that anyone should be sufficiently interested in you to find you funny.

An appreciative advertiser writes to a country newspaper: "Thursday I lost a gold watch which I valued very highly. Immediately I inserted an ad. in your lost-and-found column, and waited. Yesterday, I went down home and found the watch in the pocket of another suit. Thank you very much."

The game I love is the cricket game.

Out in the fields so briefly bright. The way I love is the bowler's way. The rhythmic run and the gentle sway.

And the red ball's curling flight. The field I love is a cricket field. Velvety smooth and burning hot. The way I love is the batsman's way.

The patient prowls through the live-long day.

And the stark world all forgot. The blade I love is a willow blade. Cunningly cut and widely grained. The way I love is the batsman's way.

And the good drive unrestrained.

For all my heart is a cricket heart. Pledged to the sword and swarmed by sun.

The way I love is the cricket way. The mead the men, and the game they play.

Are the best things God has done.

Amelita Galli-Curci sounds a rather new note in all the discussion about marriage when she recommends a mental examination as well as a physical. The mental inquest would be no attempt to decide which party had the superior intellect, but an attempt to classify the types of minds represented and have a skilled psychiatrist analyze the chance of a happy marriage with the union of two such minds. The prima donna very fitly asks, it seems to me, why is it any more absurd to have psychiatrists called in when marriage is afoot than when one is contemplating entering a certain vocation?

Willesden magistrate: How is your husband cruel to you? Wife: He will not speak to me, and he tells me to sling my hook.

Woman, handing a letter to the Willesden magistrate: This is my eldest brother's youngest daughter's writing.

Nottingham man: The mean alignment? Man: Well, it is just the same.

Motorist, at Southend: I did not stop after the accident, but continued, swearing inwardly as motorists do.

Man, at Southend: I don't know what my nationality is. I was born in London, became a naturalised American, and I am now denaturalised.

Wife, at Bow County Court: I do not know my husband's assets except that he has a motor-car that is not paid for.

"Boy," shouted the examiner to the most nervous boy in the class.

The pupil shot up like jack-in-the-box.

"Answer this!" continued the examiner. "Do we eat the flesh of the whale?"

"Y-y-yes, sir," faltered the scholar.

"And what," pursued the examiner sarcastically, "do we do with the bones?"

"P-please, sir," responded the youth with chattering teeth. "We leave them on the sides of our plates."

It is advertised that on Monday, August 6, all departments of Messrs. A. S. Watson & Co., Ltd., will be closed. The Hongkong Dispensary will be open, for dispensing prescriptions from 10 a.m. to 1 p.m. and from 6 p.m. to 7.30 p.m.

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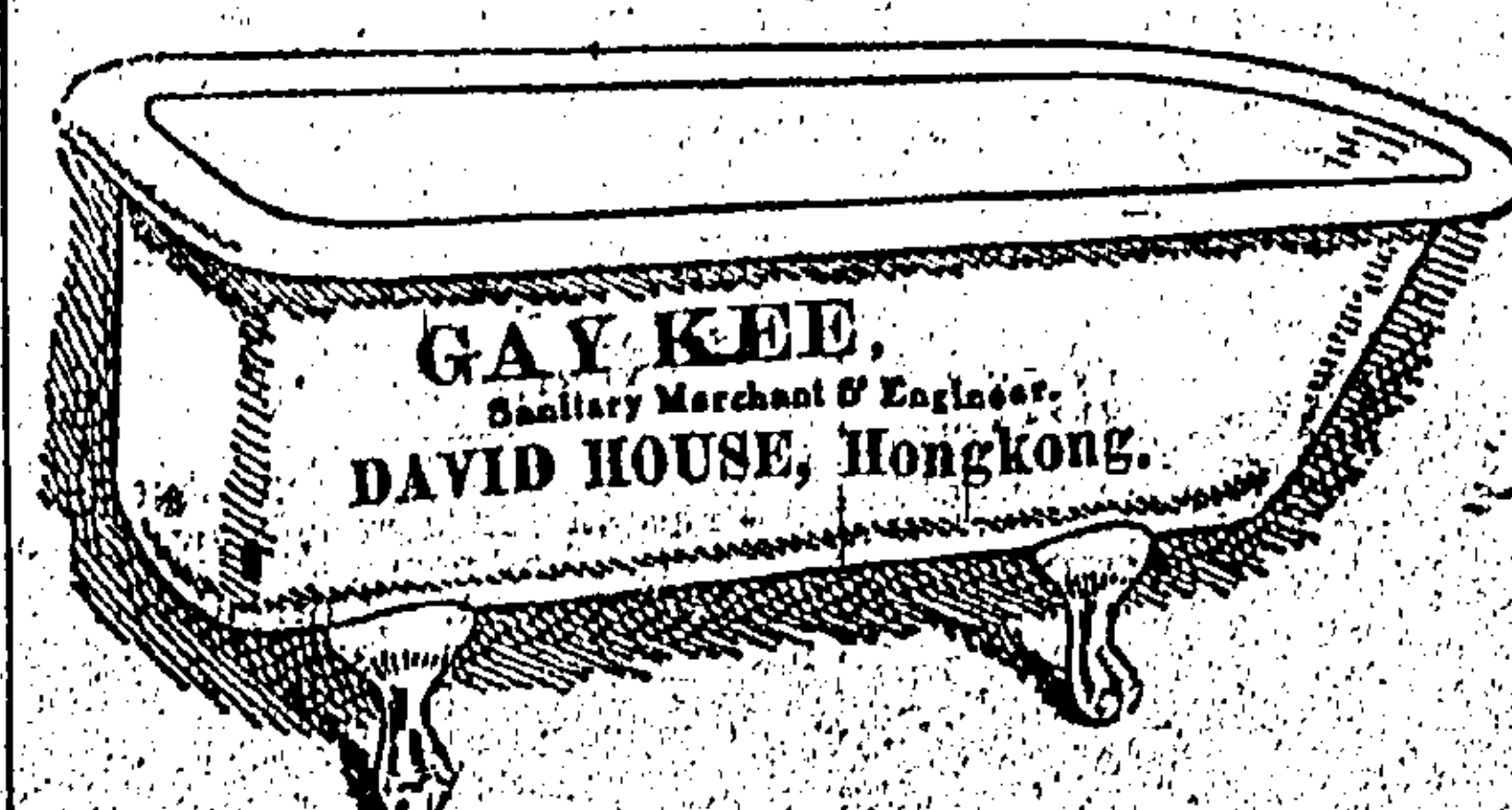
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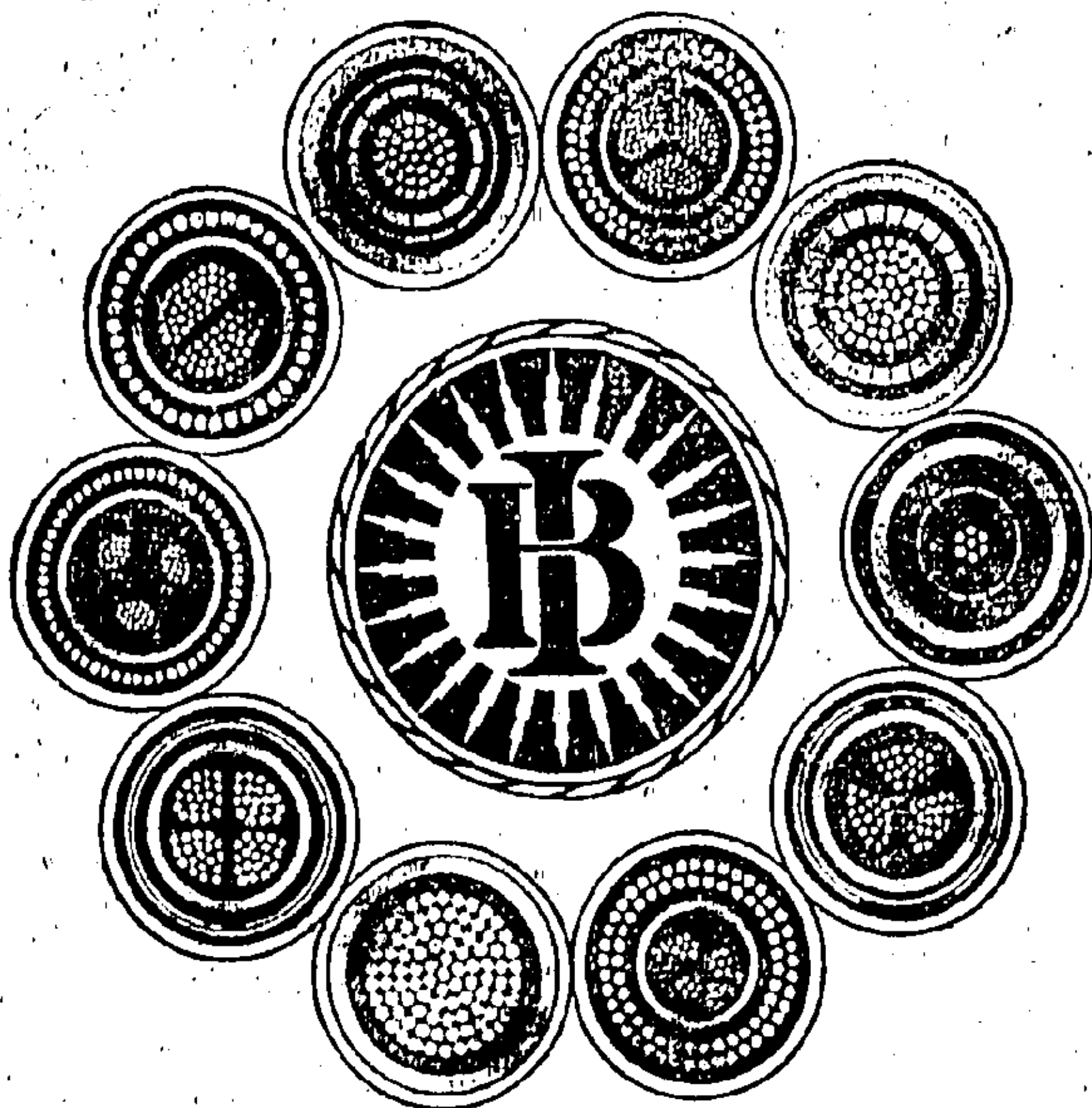
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THE WORLD OF SPORT.



NOTTS VETERAN IN FINE FORM.

(Continued from Page 1.)

The nature of the Notts reply was not entirely in accord with expectations. An early loss gave Kent some encouragement, but their bowlers met with no further success. George Gunn gave one of the best displays of his career in hitting up 100 (not out) without serious blemish. He was severe on all the bowlers, scoring briskly with strokes all round the wicket and easily outpacing his partner. It was Gunn's 7th century of the season, and he is 49 years of age.

HAMMOND TAKES WICKETS.

Middlesex Thankful for Bad Weather.

A score of 200 by Gloucester in the first innings of the match against Middlesex at Bristol was sufficient to gain them first innings points, the Lord's team being dismissed for 148.

The Middlesex collapse was largely brought about by Hammond, Gloucester's brilliant all-rounder, who took five wickets at a cost of 12 runs apiece. Gloucester had lost one wicket in their second innings when further play was put out of the question. The scores were:

Gloucester: 200 and 83 for 1 wicket.
Middlesex: 138.

In a match which produced only 431 runs, batsmen were not prominent. Hammond took 5 wickets for 60 runs during the Middlesex innings.

SUSSEX HAVE NEAR SHAVE.

Brilliant Bowling by Townsend.

Townsend had a bag of thirteen Sussex wickets in the match at Chesterfield, where Derbyshire took first innings points, and gave Sussex a severe fright. The visitors have not lost a match for many weeks, but in this match they were forced to follow-on and were only 52 runs ahead with 2 wickets in hand when stumps were drawn.

No play was possible on the first day with the result that Derby were enabled to force the follow-on although only 100 runs ahead. The scores were:

Derby: 263.
Sussex: 163 and 152 for 8 wickets.

Derbyshire's score was sufficient to place them in a sound position, as the wicket was troublesome when Sussex went out. Townsend, who bowls right-hand medium pace with swerve and off-break, was getting exceptional pace off the pitch, making him extremely difficult to time. He claimed eight victims at a cost of 48 runs only. Bowley making a stand. Even Bowley treated Townsend with respect, but he hit out freely at other bowlers, and achieved a splendid century. He was out after scoring 104, a capital performance in an innings of 163.

Townsend took five wickets for 68 runs when Sussex followed-on.

GLAMORGAN SURPRISED.

Worcester's Great Reply to a Declaration.

Glamorgan, after scoring 253 runs for 6 wickets in the first innings against Worcester, thought fit to declare, but were taught a lesson, the Worcester team gaining a lead of 119 and then also declaring.

Glamorgan batted strongly enough to avoid any question of defeat. The scores were:

Glamorgan: 253 for 6 wickets (decl). and 137 for 1 wicket.
Worcester: 372 for 9 wickets (decl).

The younger Quaise played the principal part in Worcester's success. He scored 136 and was not out at the close of the innings.

Glamorgan batted well in their second knock, clearing off the arrears and being 18 runs ahead for the loss of only one wicket.

A DRAWN GAME.

West Indies at Bath.

Anything might have happened in the match between Somerset and the West Indies at Bath. Somerset lost on the first innings but no definite result was possible. The scores were:

West Indies: 130 and 230 for 9 wickets.
Somerset: 216.

BILLIARDS PARLOUR.

ADDITIONAL FACILITIES AT PALACE HOTEL.

With fewer opportunities for guests to practice their art, the Palace Hotel in Kowloon remains the centre for all those who delight in exercise of their skill with the red and white balls. Wisely, the management decided to open an extension of their saloon, the ceremony being staged for last night.

The new billiard parlour is housed in the rooms which were previously given over to hotel service. Fully equipped with two new tables, the parlour offers all the facilities desired by the billiards enthusiast.

Mr. Tolan, conducting the ceremony, spoke of the recreational facilities of the Colony, not least of which was billiards, as the indoor sport par excellence. Kowloon was recognised as the centre of billiards interests and in addition to the existing equipment, the Palace Hotel was acting wisely. Toasts to the success of the new venture were then drunk as Mrs. Osmond played off the first ball on the new tables.

There was a fair attendance when Messrs. C. Earnshaw and J. Osmond engaged in an exhibition game of 500 up. Both players went off level, but at no time did it appear that Earnshaw could keep up with the Colony's champion. For the first 100, scores were fairly even, but Earnshaw fell away in the later stages. Osmond made several breaks of more than 40, his best being 58 to finish the game, with prolonged play of the red. The final score was Osmond 502, Earnshaw 246.

LOCAL BILLIARDS.

ST. PATRICK'S CLUB DEFEAT WARDERS.

An interesting billiards match took place last evening when the Warders' Meas were at home to the St. Patrick's Club. After some very keenly contested games, St. Patrick's Club won by a margin of 21 points. Scores:

Warders	St. Patrick's
Mr. Gooding 135	Mr. Remedios 150
Mr. Pile 82	Mr. Butcher 100
Mr. Johnston 150	Mr. Brydie 106
Mr. Selby 100	Mr. Palmer 146
Mr. Hodge 150	Mr. James 141
Mr. Gowland 145	Mr. Moulder 150

812 833
The best breaks of the evening were Remedios (41) and James (36).

PING PONG.

WAH YAN OLD BOYS IN CANTON.

The ping-pong team of the Wah Yan Old Boys' Association is now on a visit to Canton, having arrived there on Tuesday. A member, writing from Canton yesterday, says that the team has played two friendly matches against the Canton Christian Association and the Po Yik Association and have won both.

The team is as follows:—Ng Tai-ping (Colony's champion), Ng Tin-jong, Cheng Sam-chuen, Wong Mo-ping, Chan Ying-ting, Tean Ying-fook, Ma Wing-hong, Lai Pui-lam, Kwan Yim-chor and Au Yung-chung.

YORKSHIRE SUCCESS.

Bowlers Improve Their Averages.

At Harrogate, Yorkshire defeated Northants by ten wickets, the scores being:

Yorkshire: 287 and 12 for 0 wicket.
Northants: 125 and 172.

Robinson and Macaulay bowled unchanged in Northants' first innings, Robinson taking 6 wickets for 52 runs and Macaulay 5 for 58. The visitors followed on, and forced Yorkshire to go in again. Rhodes took 5 wickets for 57 runs.

NEWMAN'S HUNDRED.

Easy Hampshire Victory Over Essex.

Newman has not been in particularly good form this season, but he played a capital innings for Hampshire against Essex at Portsmouth. Hampshire won by an innings and 87 runs, some excellent bowling by Boyer contributing largely to the big win. The scores were:

Hants: 408.
Essex: 120 and 201.

Newman scored 102 in Hampshire's first innings. Boyer took 5 Essex wickets for 38 runs in the first innings and 6 for 93 in the second.—*Reuter*.

CANARY EARNS £100 A WEEK.

EXPERT AT HARMONY AND ACCOMPANYING.

Black cats for luck.
Six years ago "Little Tweet" was an egg; now he is a canary Caruso earning £100 a week. And the financial part of the transformation is all due to a hungry black tom cat at Watford.

It happened in this way. "Little Tweet," an ordinary-looking canary with a dark necklet, golden plumage, and a still more golden voice, was presented, when a year old, to Betty Stuart, who toured the music-halls with her father in a concertina turn.

"Little Tweet" was her mascot. Where she went he went. When Betty was on the stage "Little Tweet" was left in his cage in the wings.

This went on for several years. Then came the turning point in his career. The Stuart's were appearing at Watford, and "Little Tweet" had just been deposited in the wings prior to their turn when Thomas Felix, Esq., black and hungry-looking, came prowling round.

Brought House Down.

So, for safety's sake, "Tweet" was taken on to the stage with the performers. They gave their usual turn as a duet, and then, to their amusement, they found the canary joining in. He harmonised with and accompanied them, and, when necessary, improvised on his own.

At the end it was the canary, not the performers, who was being applauded. "Tweet" became a star in a night. He came on the stage to find a safety valve; he left it a feathered Caruso, destined to increase the earning powers of his owners fourfold.

"Tweet" had a trial test recently, when he surprised a party of guests with the beauty, clarity and volume of his voice.

Accompanied by orchestra and concertinas, he was note-perfect in "The Belle of St. Mary's," and then, between spells of pecking at bird seed, he harmonised splendidly in "Annie Laurie."

But it required a waltz, a form of music to which he is most partial, to show him at his best. He accompanied gallantly, and then, when the music-made notes died away, he improvised merrily on his own in perfect harmony.

He has two eccentricities (less than most great singers). He needs bright lights, simulating sunshine, to make him sing at his best, and nothing will make him utter a note after 10.30 p.m., when he tucks his head under his wing and goes to sleep.

He has only one blot in his career—he was born in Wigan.

LOCAL BASEBALL.

GOOD GAME FOR TO-MORROW.

What promises to be one of the best baseball games of the season has been arranged for Sunday afternoon at 4 o'clock between teams representing the U. S. S. Sacramento and the U. S. S. Asheville. This has been made possible by the short visit of the Sacramento.

The Sacramento team is by far the best that has played on the Hongkong diamond this year and has defeated the Dragons, the Filipinos and the Hongkong Baseball Club. It also defeated the Asheville in a friendly game played on Wednesday afternoon, July 25.

Kenniff, the first baseman on the Sacramento team, was formerly the champion home-run slogger of the U. S. S. Astoria Fleet. Harwood, is also noted for his home-run capabilities, while Archambault, their pitcher, is undoubtedly the best man in that position in South China with the possible exception of Ruffin.

The Asheville also has several men who grew up in the game. For instance, Franks the reliable catcher of the Asheville, swings a mighty bat which makes even Zafrin envious. Besides an excellent game, the Hongkong baseball fans will be treated to some real baseball chatter.

Hongkong Team.

The Hongkong Baseball line-up for Saturday versus South China "Dragons" is as follows:

Burrell, C.
Ruffin, P.
Russakoff, 1st.
Harris, 2nd.
Dugan, 3rd.
Proulx, 3rd.
Burdick, Lammert, L.F.
Owen-Dugan, C.P.
Mucilo, R.F.

Three land sales are to take place at the P. W. D. Offices on the 20th. Instant, two lots being at Shamshuipo and one at Mong Kok Tsui. The upset prices are \$5,184, \$8,100 and \$25,807.

Judge Cluer, at Shoreditch County Court, when asked to put his judgment in writing, exclaimed: "I have not committed a judgment to writing yet, and never will."

New Zealand half-yearly trade returns show that exports amounted to £37,715,272, an increase of over £7,000,000 compared with the corresponding period last year.

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:

Banks.
Hongkong Bank, \$1295 b.
Chartered Bank, \$221 b.
Mercantile A. & B., \$36 n.
P. and O. \$91 n.
East As. \$75 b.

Insurance.
Canton Ins., \$640 b.
Union Ins., \$347 1/2 b.
North China, Ins., Tls. 146 b.
Yangtze Ins., \$50 n.
China Underwriters, \$2 50 a.
China Fire, \$245 b.
H. K. Fire Ins., \$730 b.

Shipping.
Douglas, \$391 b.
H. K. Steamboats, \$27 a.
H. K. Tugs, \$2 n.
Indo-China, (Def.) \$70 b.
Shell Trans., 100/- n.
Union Waterboats, \$201 b.

Mining.
Benguets, \$14 b.
Kailans, 60/- s.
Langkats, Tls. 11 s.
S'hai Exploration, Tls. 2.45 n.
Rauts, \$4.40 b.
Tronohs, 17/6 n.

Docks, etc.
Kowloon Wharves, \$136 a.
Whampoa Docks, \$40 b.
China Providents \$5.10 a.
Hongkows, Tls. 156 n.
Now Engineering, Tls. 5 n.
Shanghai Docks, Tls. 100 n.

Cottons.
Ewo Cottons, Tls. 8.80 b.
Orientals, Tls. 2.50 n.
S'hai Cottons, Tls. 513 (old) n.
Lands, Hotels, etc.

H. and S. Hotels, \$3.90 b.
H. K. Lands, \$652 b.
S'hai Lands Tls. 138 b.
Humphreys, \$14.35 b.
Realities, \$71

Public Utilities.
Tramways, \$24.50 b.
Peak Trams, (old) \$13 b.
Star Ferries, \$641 a.
China Lights, (Old) \$11.60 a.
H. K. Electric, \$49 b.
Macao Electric, \$261 b.

Telephones \$6.60 b.
China Buses, Tls. 10.75 b.
Singapore Traction, 10/6 b.
Industrials.

China Sugars, \$2.25 a.
Malabons, \$241 n.
Canton Ice, \$3.70 b.
Cements (Comb) \$9.05 b.
Ropes (Old) \$6.80 n.
United Asbestos \$31 a.

Stores &c.
Dairy Farms, \$21.60 n.
Watsons, \$14.50 b.
Der A. Wing, .50 n.
Lane Crawfords, \$21 a.
Macintosh, \$20 n.
Sincors, \$9.50 n.
Wm. Pownells, \$3 b.

Miscellaneous.
Amusements, \$261 b.
Constructions, \$11 a.
B'que Ind. G. Bonds, 63% b.
H. K. G. Loan, 6%

DEPORTATION DEFIED.

RUSSIAN'S REFUSAL TO SIGN.

When Hyman Cohen, aged 32, a Russian subject, was before London Sessions recently it was stated that he had been recommended for deportation on five occasions, but each time he refused to sign the papers and remained in England.

He was again recommended for the sixth time to be deported, and Sir Robert Wallace, K.C., remarked, "I don't know whether it is the slightest use making an order, but it will be recorded if it is made. I don't know if you will sign the necessary form or not."

Cohen was sentenced to 21 months' imprisonment for theft, described by the chairman as being of the meanest type. He had pleaded guilty to stealing money from a man who, knowing his past record, had tried to help him when in difficulty.

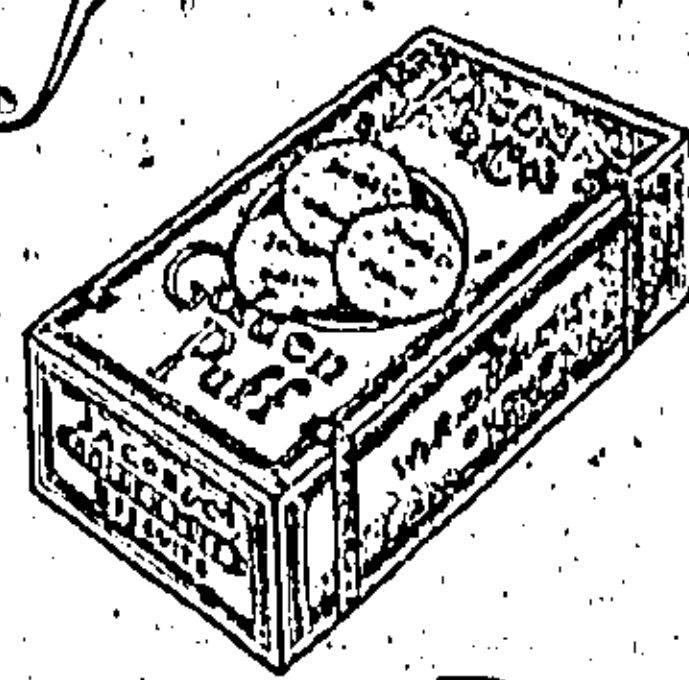
Detective Sergeant Mitchell said that, in addition to stealing money from an Italian restaurant keeper, who had helped him, Cohen obtained 2,200 cigarettes from another man. These he took to Windsor races, sold them, and lost the money backing horses.

A Stowaway.
Cohen was a native of Poltava, South-West Russia, and came to England in 1904. He had been convicted ten times during the past ten years.

In November, 1919, the detective continued, Cohen was expelled from the country and placed on the s.s. Kurak at Southampton en route for Danzig, but when he reached his destination he went to the British Consul and reported himself to be a British subject named Isaac Goodman Green, of Finch-street, Whitechapel. Investigation proved that Mr. Green was killed in action on September 18, 1918.

The next heard of Cohen was in July, 1923, when he was arrested for larceny. He admitted he had returned to England via Hull as a stowaway a few months previously. He was recommended for deportation, but when taken to the Russian Trade Delegation in September the same year he refused to sign an application form for Soviet citizenship, and said he did not wish to return to Russia.

JACOB'S



GOLDEN PUFFS.

When Appetite

falls and it

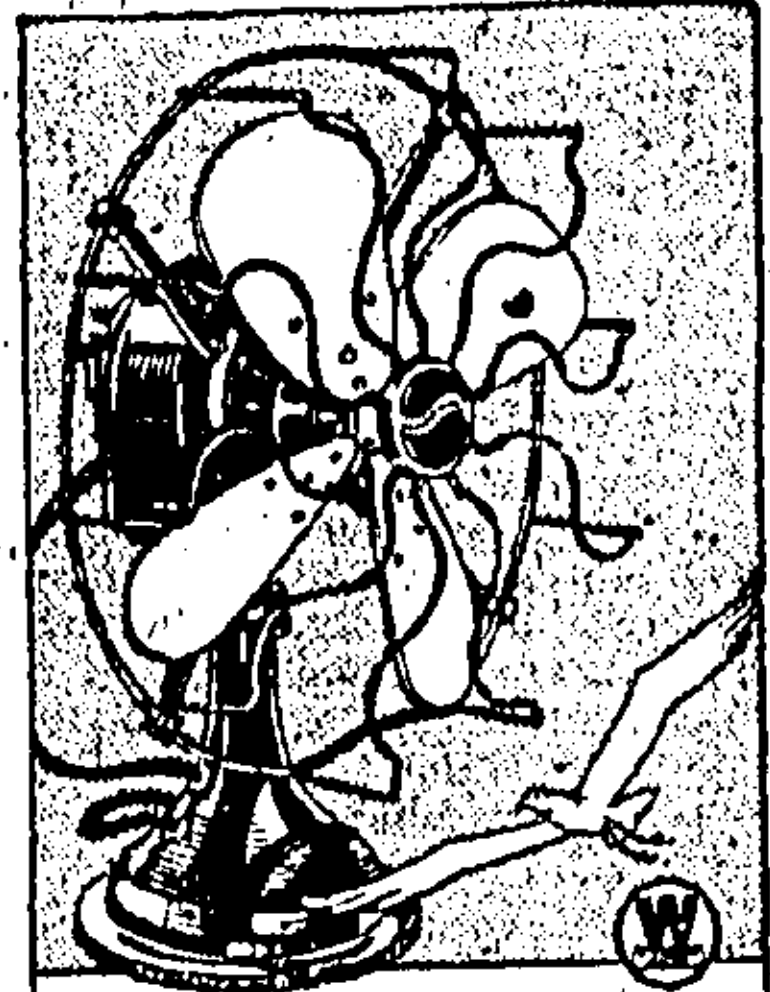
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Left is a navy blue and green dotted tweed-felt, with rippling brim and generous crown; four ends and a bow of gold shimmer over green silk to give rich decoration to the natural pulled strap hat in the centre; right is a lavender flocked-felt with purple dots.

MILLINERY.

ROSE-TRIMMED HATS.

Paris has gone mildly crazy over rose-trimmed hats and toques. Only last season it would have been considered an outrage against good taste to go forth in a flower-trimmed hat; now the idea seems to be "the more the merrier."

You can place roses (carnations or carnations if you prefer them) at the side of your big flop hat, or in the same position on your close-fitting toque, only the flowers must be large, rather flat and straggly.

To start with the large hat, which is making a bold bid for favour, one of the very latest ideas is a transparent brim which gives at one and the same time the impression of "picture" and "mask."

Undecided About Hats.

Certain smart women feel just a wee bit undecided about picture-hats, just as they feel undecided about the veil revival. A far-sighted milliner who is just now taking the rue Royale by storm has come forward with a new and fascinating idea—the picture-hat with a transparent brim, lace or tulle.

This type of hat is certain to achieve notable success at the big race meetings on those occasions when the sun decides to shine. It is also an ideal garden-party or wedding hat.

The flowers which dangle over one ear must be large, extremely supple, and beautifully made. Ordinary-sized flowers would be impossible in this connexion.

PERFUMES IN PARIS.

SOME POPULAR NOVELTIES.

Exquisite perfumes in artistic and handsome flacons are a prominent feature in nearly every smart shop in Paris.

While eau de Cologne costs only the equivalent of half a crown a demi-litre—which we should describe as a big bottle in England—good perfumes, the creations of the best perfumers, are a great deal more expensive. It is a fallacy for English visitors to imagine that in France they will be able to buy perfumes bearing famous distillers' names for a mere song. Cheap French scent is sickly, and quickly loses its strength.

Such perfumes as gardenia and magnolia are finding favour with Madame la Parisienne at present. These suggest an atmosphere of sophistication which pleases her. Perfume flacons are very decorative pieces of glassware. Ball-like bottles of iridescent glass resemble great pearls, with smaller pearls for stoppers, and vie with balls of deep blue, dull glass, on which shine black stars. Black glass is having a great vogue.

Black-white.

Paris translates the black-white mode in terms of a white chiffon bodice with neck outlined in wide jet banding and black satin skirt striped in crystal.

THE SLIM SILHOUETTE.

WHY NOT BE PLUMPER AND PLEASANTER?

I believe it is a psychological fact that if you happen to be the kind of individual that tends to put on weight quickly you, to your sorrow, have a natural desire for all the richest and most fattening foods!

A thin man doesn't want lots of cream and butter—they don't interest him. A little lean meat and dry toast and all those dull things are his attraction, and if you want to fatten him up and unselfishly pour all the cream you would like to devour over his plate of strawberries he will not show an ounce of extra weight upon the scales the next time he is weighed for all your self-sacrifice!

Of course there are limits to everything, including size, and a mountain of flesh is not a pleasing sight, any more than a rattling bag of bones, but within reason the plump souls are the pleasant souls—there is no denying that.

The plump man likes a comfortable chair. You never see him perch on a backless stool if he can help it; but the thin man will sit happily on a window-ledge and not seem to notice any discomfort. Of course he could lounge for hours, exercise is not nearly so necessary for him; in fact, sitting still now and again would do him worlds of good. But no, he must be up and doing, here, there, and everywhere, while the fat man lounges after lunch with a fat cigar and laughs! Now laughter is a marvelous tonic, and good humour is very pleasant to live with, so we cultivate the plump people because they are pleasant. We enjoy their company, and if we are a little plump also we hope they enjoy ours, too! This craze to be thin is very trying!

A real rest cure, with starvation diet for a while, may be a sensible plan, but when we have to be busy all day, either at work or play, and want to keep healthy, it is a difficult job on a few fruit juices and a roll of Energen bread! That hungry feeling cannot be conducive to good cheer, and the sylph-like one will lose charm with weight if she is not careful.

Men are Vain, Too.

Some people think that only girls and women diet, but that is not the case at all. Men are terribly vain very often, bless them, and worry themselves silly about their shape! Now a nice shape is a nice thing, I admit. I admire beautiful lines enormously, but not at the complete sacrifice of everything else.

Women are too much the slaves of fashion, and this is not good for health.

If we are not healthy we cannot be happy! What is the use of devitalising our bodies in this way, making them a prey to disease, all for the sake of a silhouette! Men rage about our stupidity, but the remedy is with them.

Men create the fashions, and it is hardly fair to blame us if we try to model ourselves on the latest ideal of their creation.

Cultivate moderation! Just watch your weight on the scales, but don't shriek with de-

FOR THE DRESSING TABLE.

New brushes and mirrors of ivory are delightfully inlaid with mother-of-pearl and ivory tinted in delicate shades. The designs are typically Japanese and show flowers and birds and sprays of foliage. The work is done in Japan, for after the ivory brushes and other toilet accessories have been made in England they are sent to Japan to be decorated.

Little Japanese boxes and tiny chests which match these brushes beautifully are also on the market. One chest is barrel-shaped and has little drawers which take small articles of jewellery.



An evening frock of special charm is materialized in silk lace in a very soft shade of blue, posed over a foundation of fleshpink nylon. The lace berthe, following the line of the skirt, dips almost to the waist at the back where it meets the swathed lace sash.

TO HAVE A FRIEND.

YOU MUST BE ONE.

[By Dr. Elizabeth Sloan Chesser.]

I have been talking to a woman who does not believe in Women's Friendships. "There is no such thing," she cynically and somewhat sadly maintained. "Women friends are always disappointing." But are not most people disappointed if one expects too much of them?

This woman was given to sudden friendships, rushing into intimacies before she had sufficient opportunity of judging the character and quality of the women who attracted her. She did not believe in friendship, because she had never had the good fortune to know it.

Lightly made and lightly discarded acquaintances ought never to be called friends.

Then there are the lonely women, who tell us they have never had a real friend. They say they find it impossible to make friends, to form happy, intimate relationships with other women. Perhaps they suffer from some "inhibition," fear of rebuff or shyness for instance, which may make them say vehemently that they do not believe in women's friendships.

All the time, beneath the threshold of consciousness, the longing for friendship exists.

Cannot make a Friend.

There is no doubt that a certain amount of poverty in women's friendship is due to a fixation, to a parent or brother, for example, as a boy may be tied to his mother's apron strings. In such cases the girl cannot make a friend of another woman or be friends with her husband; the boy becomes the unsatisfactory lover, unable to shoulder responsibility and to cherish his wife, which is what the normal woman wants, whatever she may say to the contrary.

Every woman has within her the capacity for friendship that is worth while. But these human relationships which mean so much more to us than material things must be cultivated and conserved.

How many friendships are still-born through casual rudeness? How many women are capable of the sacrifice and service which go to the making of a great friendship?

The Great Mistake.

The mistake we all make is in expecting more than we give. Loyalty and sincerity are indispensable in any friendship worth the name. Kindness also there must be if friendship is to endure; but gratitude and understanding—why should we expect these equalities which only fine souls are capable of feeling?

No one human being has all the gifts we should like an ideal friend to possess—intelligence, humour, sensibility, and reverence for what is fine and beautiful. Some friends uplift us and bring out the best; for others we have affection without the same respect.

It is the instinct of sociability that makes the higher, more sensitive types of women long for that friendship which cures the loneliness of life, and makes us understand better, and co-operate with the law of altruism which is essential to human progress and evolution.

Normal women are gregarious, and those who suffer from poverty of friendship are not without the capacity for friendship. It is merely hidden in the deeper layers to the mind or soul. It can be brought to the surface.

We develop sympathy by giving sympathy. We foster friendship by giving it, by regarding the people we meet not as enemies (as many women do), but as possible friends.

And let us also give kindness to those who are or have been our friends. Kind thoughts, kind memories. Too many friendships are broken through pride, when an expression of regret if one has offended is all that is required. False pride is the refuge of the spiritually destitute.

It is a finer pride that makes a woman acknowledge that she has been wrong. "Forgiveness is better than revenge" in every aspect of life.

Inclined to be fat, eat them sometimes, and if they do put on an odd ounce or two take it off with some good-deep breathing; oxygen is a wonderful fat destroyer.

Be plump and pleasant. Round cheeks and laughing eyes will get you a long way in this world.

By Catherine, Countess of Westmorland in Morning Post.

WINNER OF CALIFORNIA'S BEAUTY PRIZE.



Pictured is Miss Lillian Guenther, who won the prize offered by the Pasadena American Legion for southern California's most personable dame. There were 100 other entrants.

FASHION NOTES.

IMPORTANCE OF THE SKIRT.

Skirts are a little longer this season, though not much so. Those which still insist upon remaining knee-length, or above, are using elongating effects, which are obtained in a variety of ways.

One method, which is very becoming and helpful to full figures, as well as being exceptionally graceful on the slim, is the use of fringe, which is brought with a left to right movement, crossing from shoulder to hip, and then from the right hip to the hem of the skirt.

The "Peacock" silhouette is still "starring" for evening wear, and it



A useful ensemble, comprising jumper frock and long coat, is carried out in beige alpaca with interwoven bands in graduated shades of beige, green and brown by way of decoration.

is immensely becoming to nearly all figures. The material is draped up in front, to a point just below the knees, and falls behind to the ankles.

Many of the new frocks are beltless, but leather harness belts, or fabric belts with harness buckles, are very much worn.

The ubiquitous flower may be in contrast, but should tone. All models should be wearable, it.

THIS WEEK'S RECIPE.

FRUIT CUP.

One cup halves of strawberries, 1 cup diced orange, 1 cup sliced bananas, 1 cup shredded fresh pineapple, 1 cup powdered sugar. Sprinkle sugar through the fruit, shaking the bowl rather than stirring the fruit mixture. Stirring will crush the fruit and spoil its attractiveness. Chill for at least two hours before serving. Serve in glasses or halves of oranges from which the pulp has been removed and the shells scraped clean.

WEDDING GOWNS.

PARISIENNE DISCARDS WHITE.

The Parisienne, this season, seems to have discarded the white satin wedding dress, and taken to her heart a satin dress in a parchment-tinted, or flesh-tinted colouring.

With these lovely, delicately shaded satin dresses, the tulle veils match.

A recent bride had a picturesque wedding gown, made by a well-known French couturier.

Pink Satin.

It was of heavy, flesh-pink satin, and absolutely untrimmed, save for a tiny bouquet of myrtles, that caught the drapery of her simple frock to one side. It had a square décolletage, and long, close-fitting sleeves. The veil was in flesh-pink tulle, and very long. This girl carried an ivory prayer-book and an old-fashioned bouquet with a paper lace holder.

Silver-Vells.

Cloth of silver is another very popular material for brides this season, and the veil to match is usually of silver lace, or silver tulle. White lace is also much liked. And a recent bride wore a tulle frock with a tulle lace veil fringed with crystals, each tulle flounce being edged with a crystall fringe. These are new ideas where brides are concerned.

and devoid of eccentricity. In fashion, to remain stationary is to retrograde.

Earrings are either very long, or just a button of largish size resting in the lobe of the ear.

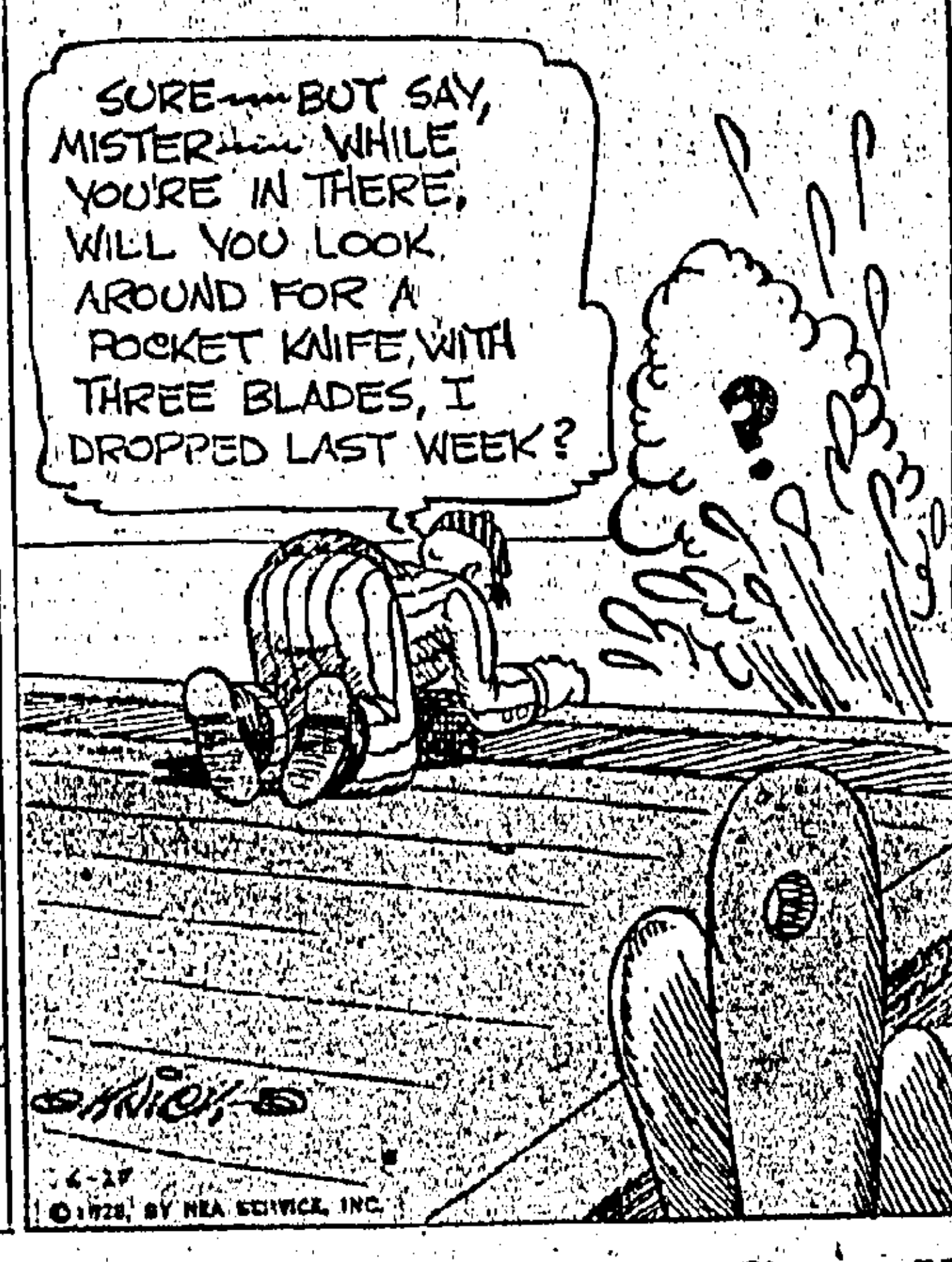
Strings of pearls may now be looped to one side of the neck, the ropes falling over the shoulder.

Lighter and more vivid colours are in vogue. Blue predominates in all shades. There is cornflower-blue, porcelain-blue, violine-blue storm-blue, and a wonderful shade named Madonna-blue, which has a deep lilac tinge. There is a new light red, with an orange glint in it.



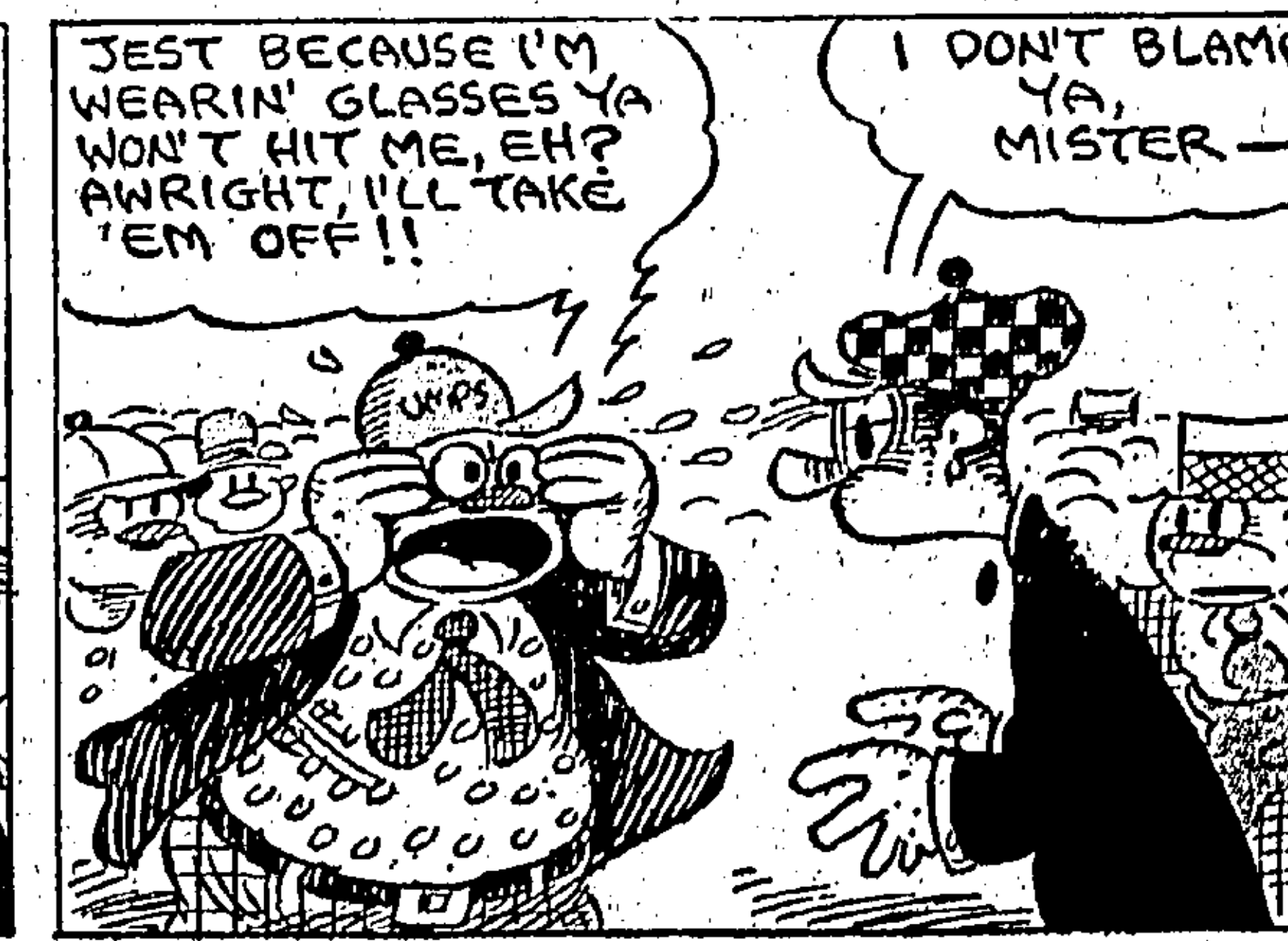
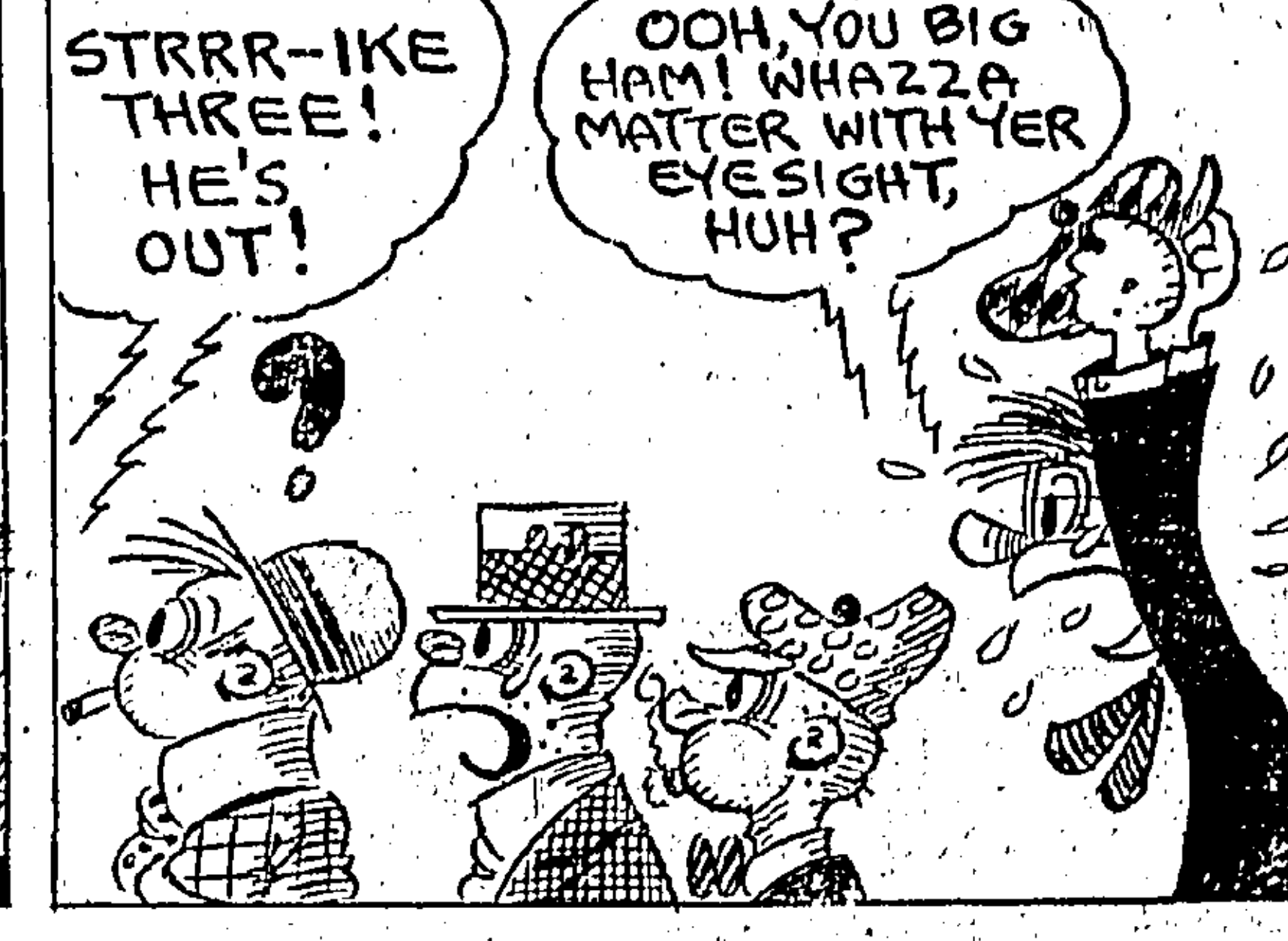
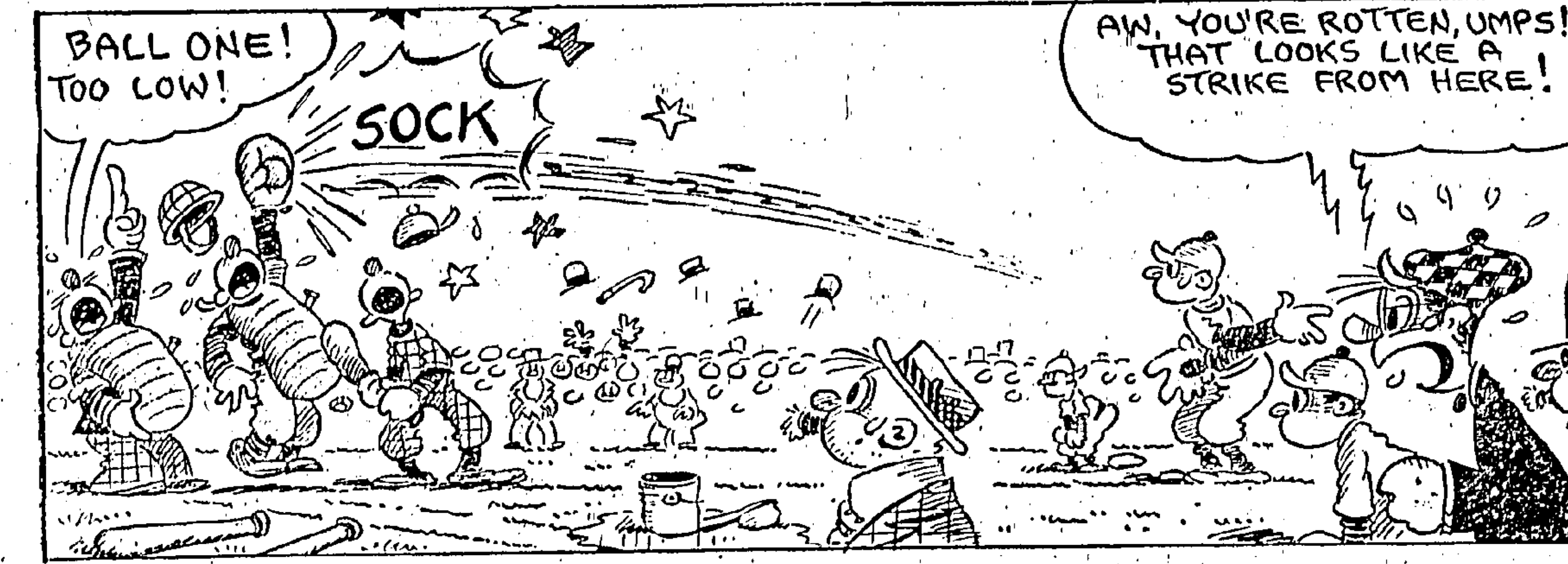
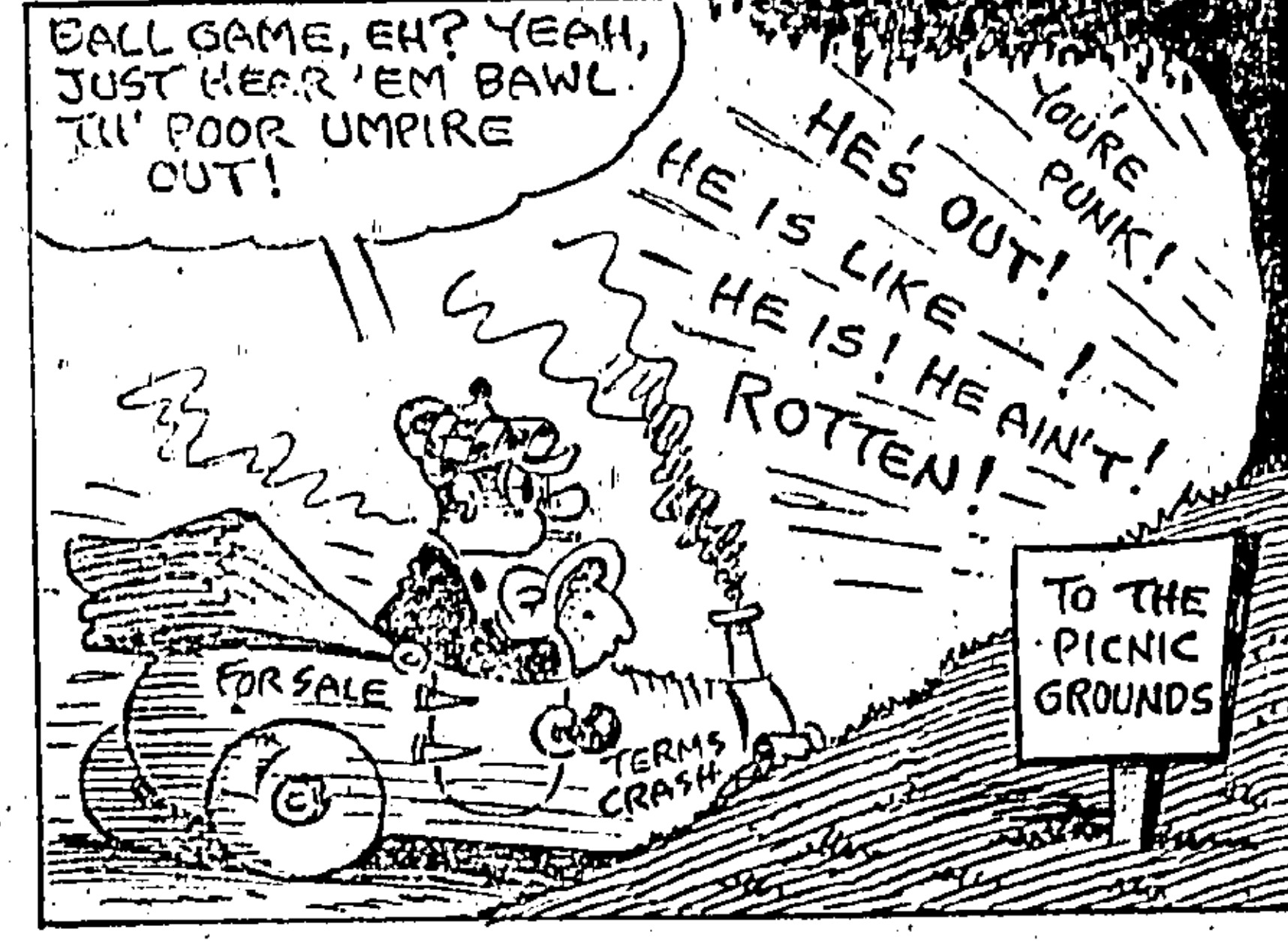
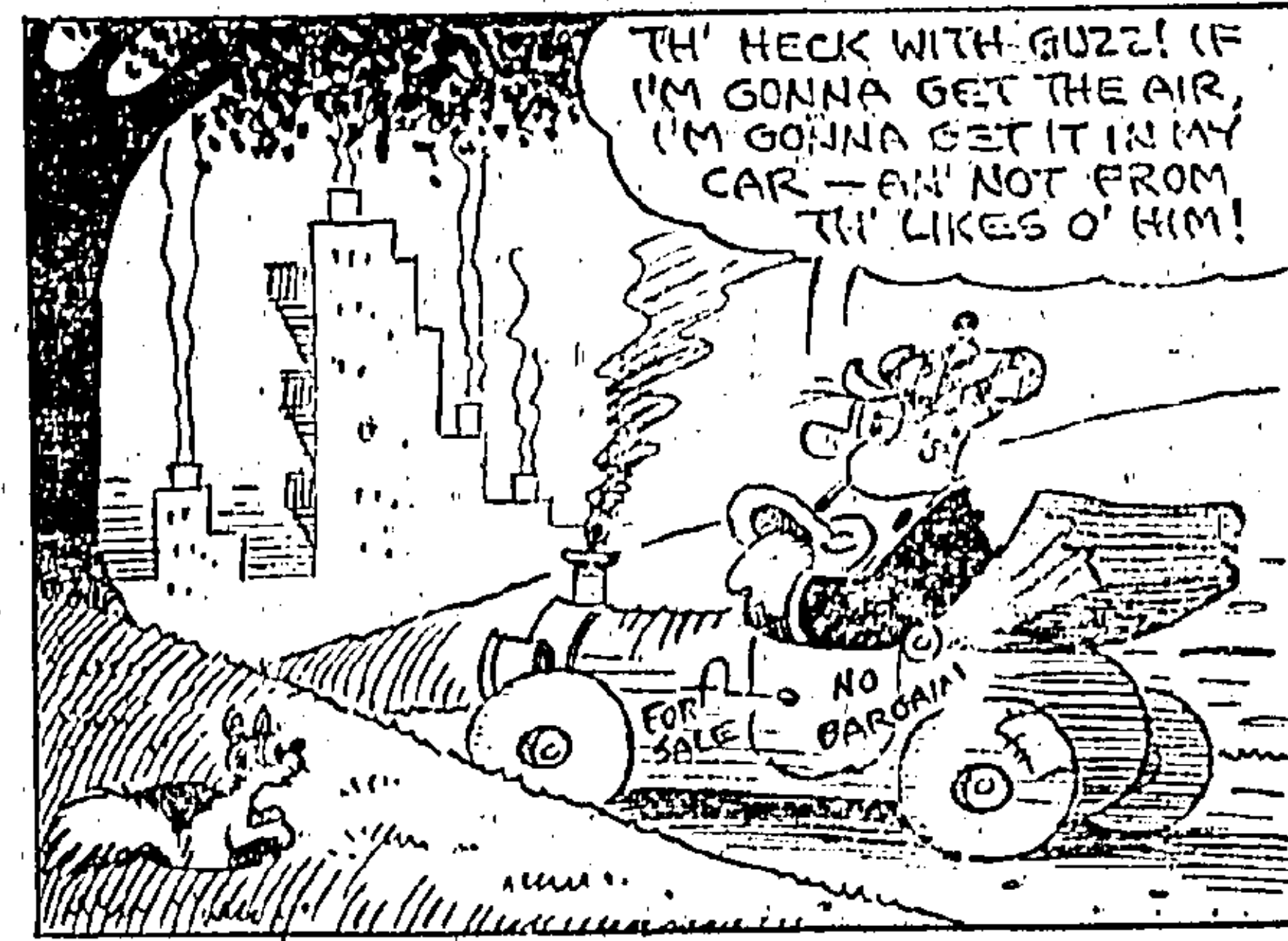
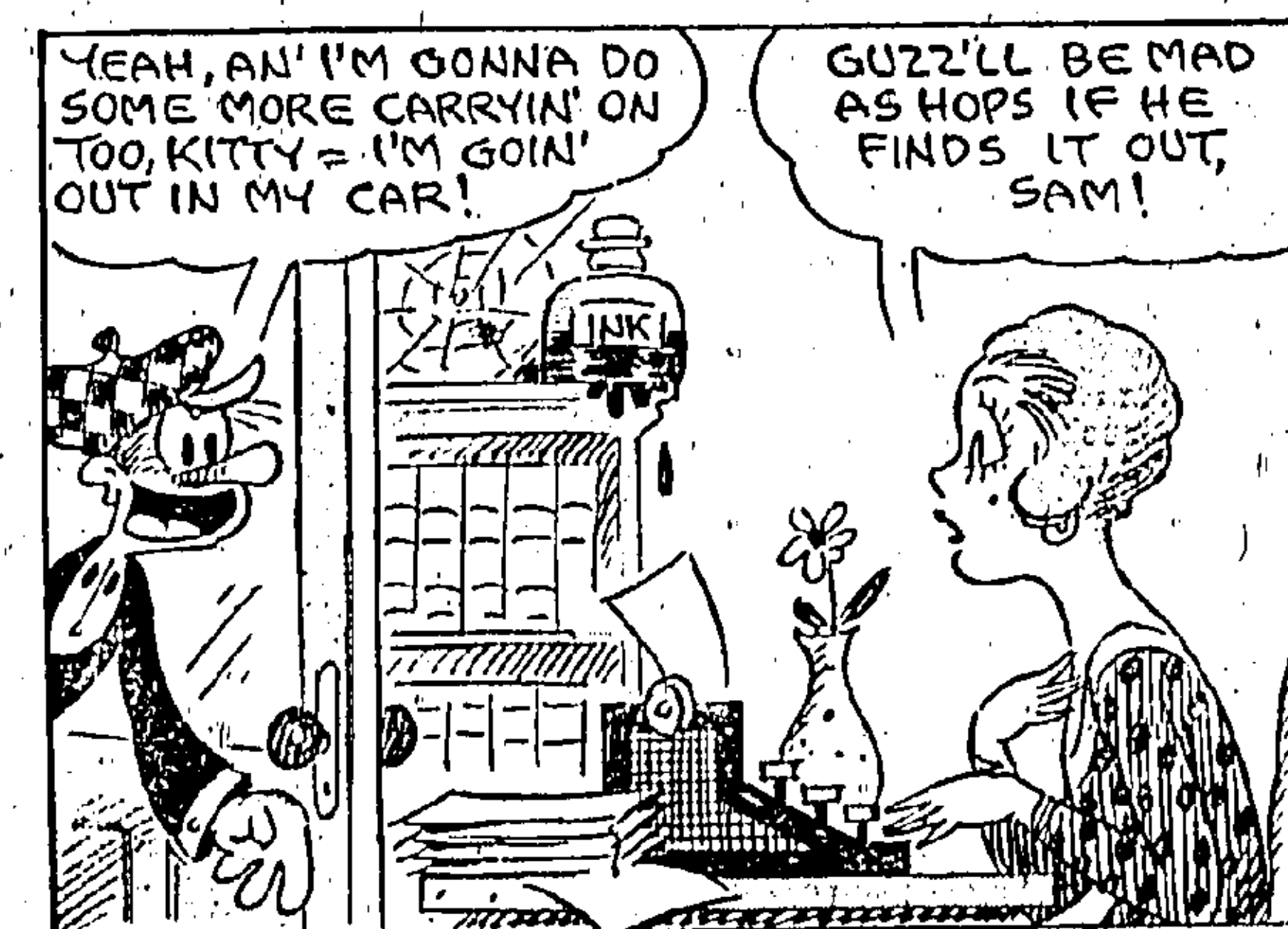
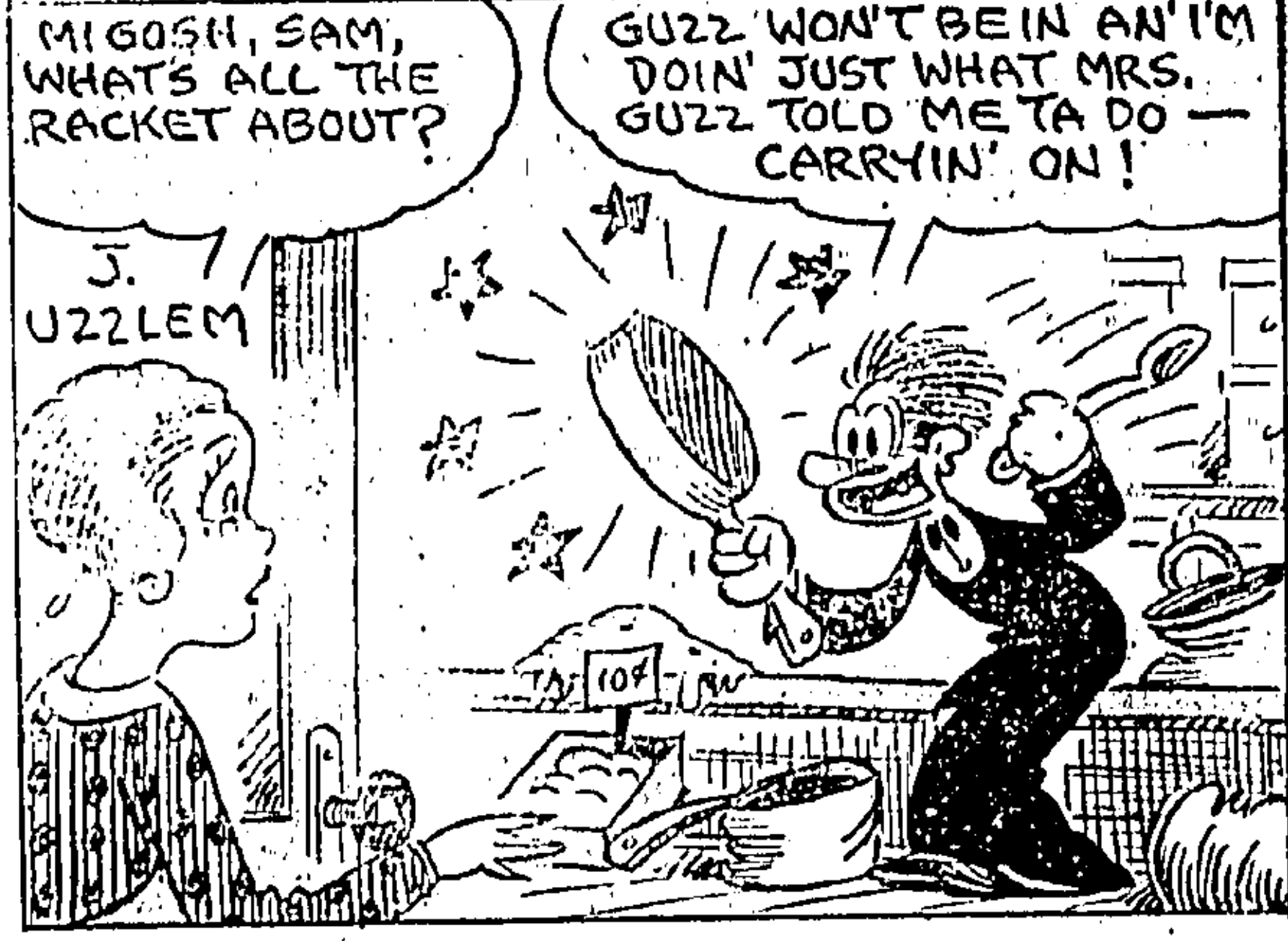
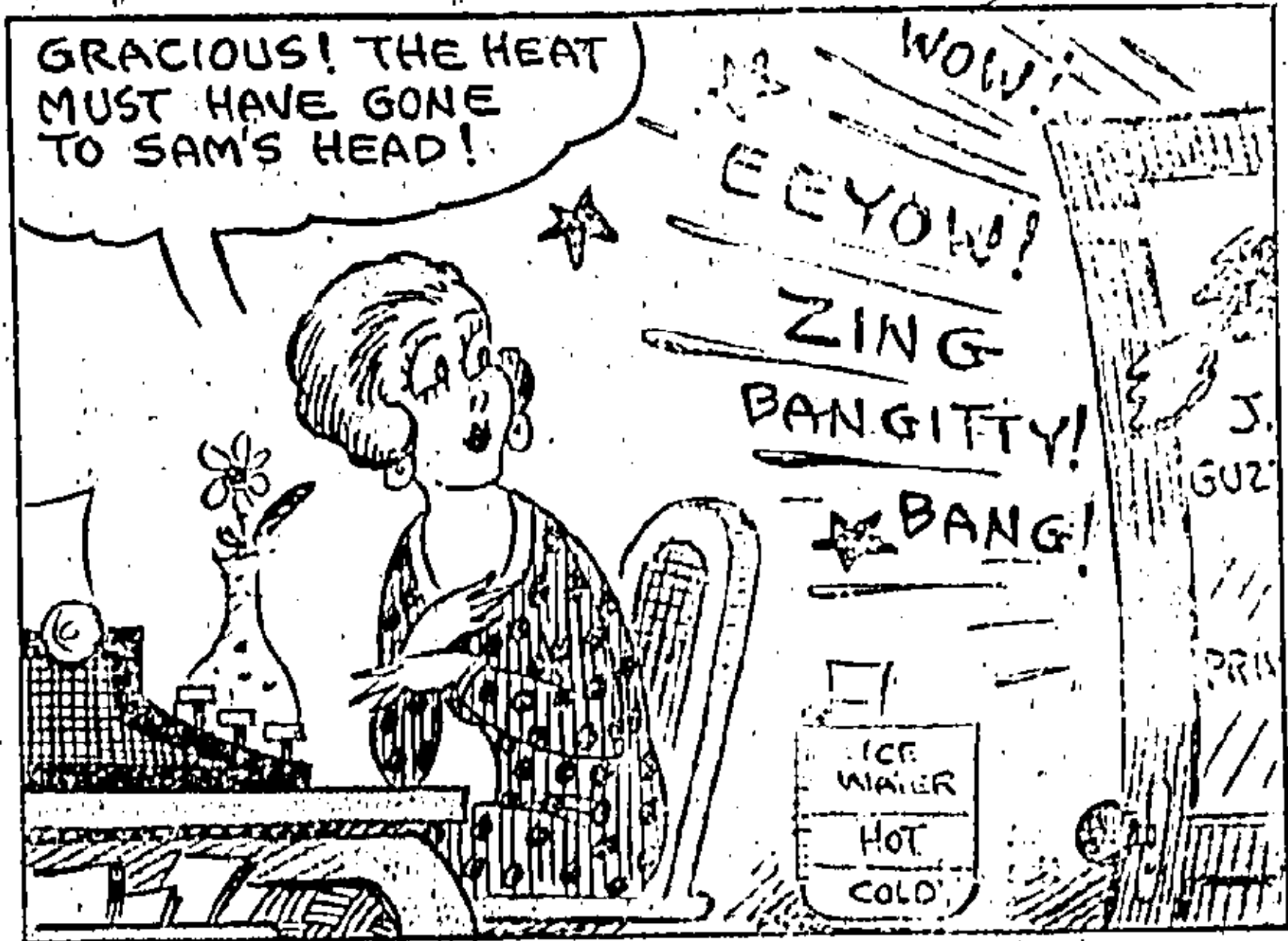
Right is a flowered marquisette, in tan, light blue and green figures on a brown background. Left is a flowered beach pyjama suit with brown background.

J. DISRAELI (DIZZY) DUGAN



SALESMAN SAM

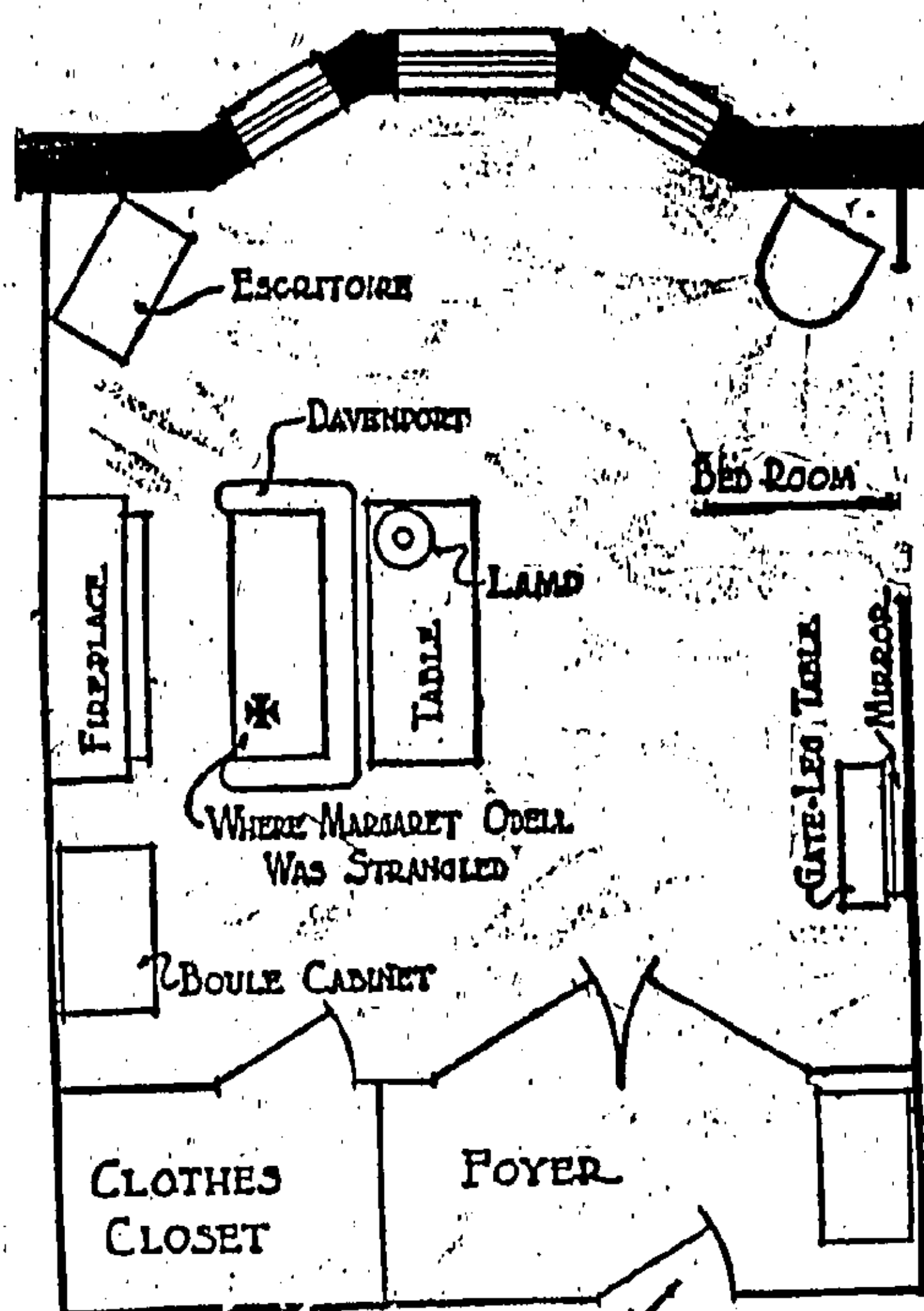
By Small



WHITENAWAYS FOR DOLLAR VALUES

THE "CANARY" MURDER CASE

By S. S. VAN DINE AUTHOR OF THE BENSON MURDER CASE



CHARACTERS.

PHILO VANCE, District Attorney of New York County.
MARGARET ODELL (THE "CANARY").
CHARLES CLEVER, a man-about-town.
KENNETH SPOTSWOOD, a manufacturer.
LOUIS MANNIX, an importer.
DR. AMBROISE LINDQUIST, a fashionable neurologist.
TONY SKELL, a professional burglar.
WILLIAM ELMER JESSUP, telephone operator.
HARRY SPIVELY, telephone operator.
ERNEST HEATH, Sergeant of the Hemlock Bureau.

The Story Thus Far.

Vance has his own theories about criminal procedure and he tells them to his friend Markham, who is considerably worried over the crime situation in New York. Then the newspapers announce the murder of Margaret Odell, known as the "Canary." Vance and Markham turn to the detective division and the district attorney's office during the investigation of any criminal case had no place in his attitude on this occasion.

CHAPTER III.

As Markham entered the Odell apartment that morning Sergeant Ernest Heath came forward at once and extended his hand. A look of relief passed over his broad, pug-nosed features; and it was obvious that the animosity and rivalry which always exist between the detective division and the district attorney's office during the investigation of any criminal case had no place in his attitude on this occasion.

"I'm glad you've come, sir," he said; and meant it.
 He then turned to Vance with a cordial smile, and held out his hand.
 "So the amateur sleuth is with us again!" His tone held a friendly laugh.
 "Oh, quite," murmured Vance. "How's your induction coil working this beautiful September morning, Sergeant?"

"I'd hate to tell you!" Then Heath's face grew suddenly grave, and he turned to Markham. "It's a raw deal, sir. Why in hell couldn't they have picked some one besides the Canary for their dirty work? There's plenty of Jakes on Broadway who could have faded from the picture without causing a second alarm; but they gotta go, and bump off the Queen of Sheba!"

As he spoke, William M. Moran, the commanding officer of the detective bureau, came into the little foyer and performed the usual hand-shaking ceremony. Though he had met Vance and me but once before, and then casually, he remembered us both and addressed us courteously by name.

"Your arrival," he said to Markham, "in a well-bred, modulated voice, 'is very welcome, Sergeant Heath will give you what preliminary information you want. I'm still pretty much in the dark myself—only just arrived."

"A lot of information I've got to give," grumbled Heath, as he led the way into the living-room. Margaret Odell's apartment was a suite of two fairly large rooms connected by a wide archway draped with heavy damask portieres. The entrance door from the main hall of the building led into a small rectangular foyer about eight feet long and four feet deep, with double Venetian-glass doors opening into the main room beyond. There was no other entrance to the apartment, and the bedroom could be reached only through the archway from the living-room.

There was a large davenport, covered with broadcloth, in front of the fireplace in the left-hand wall of the living-room, with a long narrow library-table of oiled rosewood extending along its back. On the opposite wall, between the foyer and the archway into the bedroom, hung a high-backed Marie Antoinette mirror, beneath which stood a mahogany side-table.

On the far side of the archway, near the large oval window, was a large grand Steinway piano with a beautifully designed and decorated case of Louis-Seize ornamentation. In the corner to the right of the fireplace was a spindle-legged easel and a square hand-painted waste-paper basket of vellum.

To the left of the fireplace stood one of the loveliest built-in cabinets I have ever seen. Several excellent reproductions of Boucher, Fragonard and Watteau hung about the walls. The bedroom contained a chest of drawers, a dressing-table, and several gold-leaf chairs. The whole apartment seemed eminently in keeping with the Canary's fragile and ethereal personality.

As we stepped from the little foyer into the living-room and stood for a moment looking about, a scene bordering on wreckage met our eyes. The rooms had apparently been ransacked by some one in a frenzy of haste, and the disorder of the place was appalling.

"They didn't exactly do the job in dainty fashion," remarked Inspector Moran.
 "I suppose we ought to be grateful they didn't blow the joint up with dynamite," returned Heath acerbically.
 But it was not the general disorder that most attracted us. Our gaze was almost immediately drawn and held by the body of the dead girl, which rested in an unnatural, semi-recumbent attitude in the corner of the davenport nearest to where we stood.

Her head was turned backward, as if by force, over her right shoulder; and her hair had come unfastened and lay beneath her head and over her bare shoulder like a frozen cataract of liquid gold. Her face, in violent death, was distorted and unlovely. Her skin was discolored; her eyes were staring; her mouth was open, and her lips were drawn back. Her neck, on either side of the thyroid cartilage, showed ugly dark bruises. She was dressed in a flimsy evening gown of black Chantilly lace over cream-colored chiffon, and across the arm of the davenport had been thrown an evening cape of cloth-of-gold trimmed with ermine.

There were evidences of her ineffectual struggle with the person who had strangled her. Besides the dishevelled condition of her hair, one of the shoulder-straps of her gown had been severed, and there was a long rent in the fine lace across her breast. A small corsage of artificial orchids had been torn from her bodice, and lay crumpled in her lap. One satin slipper had fallen off, and her right knee was twisted inward on the seat of the davenport, as if she had sought to lift herself out of the suffocating clutches of her antagonist.

Her fingers were still flexed, no doubt as they had been at the moment of her capitulation to death, when she had relinquished her grip upon the murderer's wrists.

The spell of horror cast over us by the sight of the tortured body was broken by the matter-of-fact tones of Heath.

"You see, Mr. Markham, she was evidently sitting in the corner of this settee when she was grabbed suddenly from behind."

Mark nodded. "It must have taken a pretty strong man to strangle her so easily."
 "I'll say!" agreed Heath. He bent over and pointed to the girl's fingers, on which showed several abrasions, "They stripped her rings off, too; and they didn't go about it gently, either." Then he indicated a segment of fine platinum chain, set with tiny pearls, which hung over one of her shoulders.

"And they grabbed whatever it was hanging round her neck, and broke the chain doing it. They weren't overlooking anything, or losing any time.... A swell, gentlemanly job. Nice and refined."

"Where?" asked Markham.
 "He's coming," Heath told him. "You can't get Doc Doremus to go anywhere without his breakfast."
 "He may find something else," declared Heath. "Look at this apartment. It wouldn't be much worse if a Kansas cyclone had struck it."

We turned from the depressing spectacle of the dead girl and moved toward the centre of the room.

"Be careful not to touch anything, Mr. Markham," warned Heath. "I've sent for the fingerprint experts—they'll be here any minute now."

Vance looked up in mock astonishment.
 "Fingerprinters? You don't say—really? How delightful!—Imagine a Johnnie in this enlightening day leaving his finger-prints for 'out to find.'"

"All crooks aren't clever, Mr. Vance," declared Heath combatively.

"Oh, dear no! They'd never be apprehended if they were. But, after all, Sergeant, even an authentic fingerprint merely means that the person who made it was dallying around at some time or other. It doesn't indicate guilt."

"Maybe so," conceded Heath doggedly. "But I'm here to tell you that if I get a good honest-to-God fingerprint out of this devastated area, it's not going so easy with the bird who made 'em."

Vance appeared to be shocked.
 "You positively terrify me, Sergeant. Henceforth I shall adopt mittens as a permanent addition to my attire. I'm always handy!" the furniture and the tapestries and the various knickknacks in the houses where I call, don't you know."

Markham interposed himself at this point, and suggested while making a tour of inspection, "They didn't add anything much to the usual methods," Heath pointed out. "Killed the girl, and then ripped things wide open."

(To be continued.)



Many a round-shouldered man got that way by kissing short girls.

CHALLENGE BY THE PRIMATE.

CHURCH'S RIGHT TO SHAPE ITS WORSHIP.

INQUIRY PROPOSED.

In a firm and unemotional voice the Archbishop of Canterbury set out before the Church Assembly, which met recently at Church House, Westminster, the position created by Parliament's refusal to accept the revised Prayer Book.

The Archbishop received a great welcome. Bishops, clergy, and laity and the crowded galleries clapped their hands for three minutes.

The Primate in his address said they had been told that the House of Commons was arrogantly claiming to take in hand the absolute control of the belief and worship of the Church of England, but he did not think that such a far-reaching challenge was intended. He added:

If the House of Commons by its vote—a vote which I deplore—is supposed to have flouted the well-proved working arrangement of Church and State, the House did it with no intent of a constitutional kind.

Many of those who rejected the resolution believed, however mistakenly, that they were voicing the real underlying wish of a majority of Church folk in England. That is my own law as to the vote given.

But the vote has been given and the consequence may be far-reaching. It might have been different. At some periods of our history it would have been different.

M.P.'s Influenced.

But the House of Commons, in exercising its unquestionable legal power departed, lamentably as it seems to me, from the reasonable spirit in which alone the balanced relationship of Church and State in England can be satisfactorily and harmoniously carried on.

While claiming to appraise Church opinion, the House of Commons deliberately traversed the feelings of the Church. It allowed itself to be influenced not by the great central body of Church opinion but by the representatives of the strange and vehemently opposed groups and factions of Churchmen, united only in their resolve to defeat the Book.

I have been in touch during the last week with the whole body of diocesan bishops, save two who were unavoidably absent. I am allowed to utter what I am about to say with their concurrence.

It is a fundamental principle that the Church—that is, the bishops, together with the clergy and the laity—must in the last resort, when its mind has been fully ascertained, retain its inalienable right, in loyalty to our Lord and Saviour, to formulate its faith in Him, and to unite the expression of that faith in all its forms.

It is our firm hope that when the facts have been considered, some strong and capable committee of statesmen and Churchmen may be appointed to weigh afresh the existing law in order to see whether any readjustment is required for the maintenance, under the conditions of our own age, of the principle which we have here and now reasserted.

There is something which causes more anxiety and distress than even the fact of the House of Commons vote. It has meant for me the disappointment of the hope of expectation which I had cherished with my whole soul.

None can escape the feeling of our common shame that groups within the church itself should, however conscientiously, have yet themselves to upset, and to have succeeded in upsetting the vote of this Assembly and the deliberate judgment of the Church as there expressed.

That cannot but be depressing. It affords to us all food for self-inquiry.

We are at this moment nearer together than appearances might suggest. I still believe in the possibility—nay, in the actual coming life—of the unity for which we have striven and prayed.

No New Book at Present.

I cannot see how this Assembly can be expected to present a further Prayer Book measure at the present time to Parliament. If we are to judge by recent publications, no measure worthy of the name would be uncontroversial, and it would be indefensible and unreal to omit the very parts wherein our difficulty lies. Nearly all our difficulties centre round the most solemn of our services—the Holy Communion.

But this situation cannot be allowed to drift. The Church is responsible for the ordering of its own life. It is thus perforce thrown back upon the administrative action of the episcopate receiving, as we trust it will, the consent of the clergy and laity.

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EMPEROR OF ASIA	Sept. 12	Sept. 15	Sept. 18	Sept. 20	Sept. 29
EMPEROR OF CANADA	Oct. 3	Oct. 6	Oct. 9	Oct. 11	Oct. 20
EMPEROR OF RUSSIA	Oct. 24	Oct. 27	Oct. 30	Nov. 1	Nov. 10
EMPEROR OF ASIA	Nov. 7	Nov. 10	Nov. 13	Nov. 15	Nov. 24
EMPEROR OF FRANCE	Nov. 28	Dec. 1	Dec. 4	Dec. 6	Dec. 15
EMPEROR OF RUSSIA	Dec. 12	Dec. 15	Dec. 18	Dec. 20	Dec. 29
EMPEROR OF ASIA	Jan. 16	Jan. 19	Jan. 22	Jan. 24	Feb. 2
EMPEROR OF FRANCE	Feb. 6	Feb. 9	Feb. 12	Feb. 14	Feb. 23
EMPEROR OF RUSSIA	Feb. 27	Mar. 2	Mar. 5	Mar. 7	Mar. 16

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PORTHOS	11th Sept.	D'ARTAGNAN	11th Sept.
ATHOS II	25th Sept.	SPHINX	25th Sept.
D'ARTAGNAN	9th Oct.	G. METZINGER	9th Oct.
SPHINX	23rd Oct.	PAUL LECAT	23rd Oct.
G. METZINGER	6th Nov.	ANDRE LEBON	7th Nov.
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INDECENCY CASE APPEAL.

(Continued from Page 2.)

that certain rules have been laid down for the conduct of parades which ought, in our view, never to be departed from except for the most serious reasons.

For the purpose of recording what takes place on these parades special books are provided; and on the front page of each of them the rules are printed. This fact alone would be sufficient to show the importance attached by the police authorities to compliance with these rules; but in addition, with what might at first sight appear an excess of caution, there is a note printed at the bottom of each page of the book in the following terms: "For direction for holding Identification Parades see Front of this Book."

Now it is argued on behalf of defendant that on the particular parade in question in these proceedings the rules were violated in certain most important respects. Rule 1 (c) requires: (a) That the accused to be placed among at least eight persons who are not to be police, if possible.

Explanation Not Clear.

There were only seven persons, including defendant, paraded. The explanation for this breach of the rule was, to say the least of it, not clear; while though the other persons were not police officers, they were police clerks. Sub-Inspector Rozesky stated that he had endeavored to obtain persons from outside to help to form the parade but as he quite reasonably explained, it is difficult to induce persons of the class of defendant to go to a police station for that purpose.

(b) The persons called in should be of similar age, height, general appearance and class of life as the defendant.

No complaint was made that the persons called in were not of similar age as the defendant; though as regards height it was stated that at least two of them were considerably taller than defendant.

Complaint was, however, made that the clothes defendant wore were such as to point him out as of a class different to the others. They were cotton coats and trousers, while defendant had on a fawn beach coat, striped shirt and collar, crystal buttons and white gabardine trousers. It is at least unfortunate that more was not done to reduce the difference between defendant and the others caused by the clothes he was wearing. It would have been easy to provide him at least with a coat like the others.

Vital Requirement.

Rule 1 (d) requires:—(a) that the witnesses should be called by some person who does not know and has not seen the accused, save being taken that the constable who has made the arrest should not be sent to call the witnesses.

This requirement seems to us to be of vital importance and should be strictly adhered to, both in the letter and in the spirit. The dangers that arise from a breach of it are obvious. Perhaps almost as serious consequences would arise from the destruction of public confidence in the scrupulous fairness which should be shown to prisoners, that must occur, if it became known that this particular provision of the rules is ever departed from.

Now the evidence before us is that Sub-Inspector Rozesky, who

was the officer in charge of the case and knew the defendant well, was present when A.S.P. Kent lined the men up for the parade. He went up to the latter's office after the parade was formed and brought down, first Mrs. Lea and then Mrs. Leppard, to the parade. He stood by while they were engaged in the identification of the defendant.

Breach of Rules.

We consider that in thus personally conducting the ladies he committed a breach of the rules in a most serious particular which must affect our estimate as to the value of the identification which took place at this particular parade; and cannot help expressing our surprise that experienced police officers should have been parties to the proceeding.

(b) That the witness identifying an accused should touch him. This was not done on this occasion.

After stating that the defendant gave a complete denial to the charge, his Lordship proceeded to repeat the story as told by the defendant, pointing out in parts where it was corroborated by his wife, after which he said it was obvious that if the defendant's story was believed he could not be the person who committed the offence as he was away from the scene between 7 p.m. and a little after 8.15 p.m., when the time of the offence, according to the prosecution, was 7.30 p.m.

The Crown argues that the witnesses are interested and should not be believed; and further that another very material piece of evidence given by them should also be disbelieved.

Defendant's Dress.

Defendant says that he went to his father's shop on the morning of May 21, 1928, dressed in a fawn beach coat, a khaki shirt and grey trousers and wearing a white topi. His father confirms this statement and goes on to add that defendant was in the same clothes when the latter left the shop at about 6.30 p.m.

Defendant's wife states that he was thus clad when she met him at the junction of Kennedy and Garden Roads at about 7 p.m.; and that when he left the house at about 8.15 p.m. to get his cycle he was similarly clad. The step-mother corroborated this statement.

The prosecution argues that defendant had an opportunity of changing his clothes when he went home after leaving his father's shop, that he must have done so or he could not have been wearing the clothes which Mrs. Lea and Mrs. Leppard say they saw him in at 7.30 p.m. Also that the story of the defendant, his wife, and his step-mother in this respect is false and should not be accepted.

Defendant Disbelieved.

There is certainly a matter in which I do disbelieve the defendant, which tends to make us doubt his story where it comes into conflict with the evidence offered on behalf of the Crown.

Defendant said that after leaving No. 33 Robinson Road at 8.15 p.m., to retrieve his cycle, he walked along until he came to the junction of Kennedy and Garden Roads and then proceeded East along the former. He says that he did not find his cycle where he had parked it by St. George's Hotel and walked on, looking neither to the left nor to the right; and not having found the cycle he turned back and then saw it on the North side of the road in a place where he could see the cycle very clearly because it was fairly light,

CAPTAIN COURTNEY'S FLIGHT.

MACHINE CAUGHT FIRE.

London, Aug. 3.
Captain Courtney has wirelessed to his wife that he had a very bad time and that he was forced to descend because of an outbreak of fire in the machine, but that there was no need to worry now. The steamer Cadric reports that the plane has been abandoned.—*Reuter.*

A Flight to New York.

Paris, Aug. 3.
The Polish airmen, Majora Idzikowski and Kubala have started on a flight to New York, probably via Rochester and the Azores. They are equipped with two small collapsible rubber boats but no wireless. They carry a danger rocket pistol and a bundle of small Polish flags which will be dropped out at intervals so that their progress may be followed.—*Reuter.*

being within eight feet of a lamp. In my opinion this explanation was an afterthought. He had not appreciated the importance of Li Chau's evidence until it was brought out in the course of the hearing before us; and seeing the point that might be made against him he gives an explanation which, neither in its substance nor in its manner of giving it, has satisfied us of its truthfulness.

Another point which affects the defence is that the defendant did not tell his story when first taken to the Central Police Station.

Story Withheld.

He says that he felt the charge against him would go on, and he preferred to keep his story until he was before the Police Magistrate. It is undoubtedly the right of an accused person to do this, but I have more than once called attention to the great assistance it is to a defendant for him to be able to say that, on the first opportunity he had, he gave an account which agrees substantially with that given at his trial.

The facts to which I have called attention show that there are serious elements in this case which have not been altogether satisfactorily met by the defence but it must always be remembered that the onus of proving the guilt of an accused beyond reasonable doubt is on the Crown.

In the circumstances of this case I have come to the conclusion that I must differ from the decision given by the Police Magistrate but I differ with some hesitation. It must be observed, however, that the case was not so fully gone into before him as it was in this Court. And in particular he did not have before him the detailed statement of what occurred at the identification parade, a matter which has seriously affected my view of the facts of the case.

Crown's Failure.

I have given the most careful consideration possible to those facts and have come to the conclusion that the onus which is upon the Crown of bringing home the charge beyond reasonable doubt has not been discharged and that I am bound to give the benefit of the doubt to the defendant. The decision of the Police Magistrate must, therefore, be reversed, and the defendant discharged. Mr. Justice Jacks concurred.



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"ANTILCOHUS"	22nd Aug.	Genua, Havre, Liverpool & Glasgow
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"IXION"	23rd Aug.	Victoria, Vancouver & Seattle
"TYNDAROS"	15th Sept.	Victoria, Vancouver & Seattle

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"LYOON"	24th Aug.	New York, Boston & Baltimore
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President Harrison	Sunday, Aug. 12, 8 a.m.
President Monroe	Sunday, Aug. 26, 8 a.m.
President Wilson	Sunday, Sept. 9, 8 a.m.
President Van Buren	Sunday, Sept. 23, 8 a.m.

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President Madison	Aug. 4th, 6 p.m.
President Harrison	Aug. 12th, 8 a.m.
President Pierce	Aug. 14th, 6 p.m.
President Jackson	Aug. 18th, 6 p.m.

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TO OSAKA via AMOI & KOBE	Namsang	Sun. 5th Aug at noon.
TO OSAKA via AMOI, SHANGHAI, MOJI & KOBE	Kumsang	Sun. 19th Aug at 7 a.m.
TO CANTON	Yatshing	Mon. 6th Aug at 11 p.m.
TO STRAITS & CALCUTTA	Hosang Kutsang	Mon. 6th Aug at 3 p.m. Mon. 13th Aug at 3 p.m.
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EXCURSIONS TO MACAO.

On Sunday, the 5th August and on Monday the 6th August (Bank Holiday).

S. S. "SUI AN"

will depart from the Company's Wing Lok Wharf at 9.00 a.m. and from Macao at 3.30 p.m.

RETURN SALOON PASSAGE FARE: \$5.00.

Above sailings are subjected to Weather Conditions and Intending Passengers are requested to communicate with the Office, whenever any of the Typhoon Signals are hoisted.

HAIG MEMORIAL HOMES.

GIFT OF £25,000 AS A MARK OF DENMARK'S GRATITUDE.

The Trustees of the Douglas Haig Memorial Homes have received a donation of £25,000 for the erection of a special group of these homes from Mr. F. K. Kjelberg, Chairman of the Anglo-Danish Society.

Mr. Kjelberg has made this gift in commemoration of the large number of Danes who fought with the

British Imperial Forces, and as a tribute to the memory of Field-Marshal Earl Haig. He hopes that the homes to be erected with his gift will serve as a lasting monument of Denmark's gratitude for the services of British sailors, soldiers and airmen during the war.

The gift is the second large donation which Mr. Kjelberg has made to the memory of Earl Haig. Shortly after the Earl's death he gave £10,000 to Earl Haig's Fund for relief of distress amongst ex-service men.

The site of the proposed group of homes has not yet been decided upon.

PAPAL MESSAGE.

POPE'S GOODWILL TO CHINESE PEOPLE.

Peking, Aug. 3. Archbishop Constantini, the Apostolic Delegate to China, has issued the text of a message from the Pope to the Chinese people, which states *inter alia* that "the Holy Father, who is the first to treat China not only on a basis of perfect equality but also with affection and genuine sympathy, consecrating with his own hands at the conclusion of the civil war and prays that a lasting and fruitful peace may be restored, based upon principles of charity and justice. . . . He hopes that full recognition will be given to the legitimate aspirations and rights of a people of ancient culture, who have had epochs of splendour and who, if they persevere in the ways of justice and order, have a great future before them."—*Reuter*.

HOME POLITICS.

THE KING'S SPEECH.

London, Aug. 3. Parliament has been prorogued till November 6 when a new session, instead of the Autumn session, as hitherto, begins. The King's speech *inter alia* confidently expects that the Kellogg Treaty, when completed, will constitute a new and important guarantee of the world's peace. His Majesty is sure that the recommendations of the Commission on Agriculture for India for the promotion of the welfare of the rural population would be sympathetically and fruitfully considered by the competent authorities in India.

Unemployment.

He declares that the conditions of the basic industries of Britain are on a high level. Unemployment continues to cause anxiety but he trusts that the "comprehensive proposals of his Ministers for the relief of the rates in connexion with agriculture and other productive industries will not merely increase employment generally but bring special relief to areas most in need thereof."—*Reuter*.

AN AIR ROBOT.

FRENCH PLANE PILOTED BY MECHANISM.

Paris, July 10. Secret experiments, which have been carried out in France for the last ten years, have at last resulted in the perfection of the "Pilotless Plane."

In place of the human pilot a mechanical Robot, weighing about 60 lb., is installed, states the *Paris Journal*. The actual experiments have been carried out at Latres aerodrome with a night bomber Breguet-Rennard plane of 1,300 h.p., which has been controlled with far greater accuracy by the mechanical than by the human pilot.

The Robot pilot is composed of three stabilisers: one for longitudinal stability, one for latitudinal, and a third for control of direction. The stabilisers form, as it were, a Robot brain. They communicate their orders to small electric motors, which replace the human muscles and manipulate the controls with a precision which is said to be ten times that of a man.

VARIETY CONCERT.

PORTUGUESE GIVE EXCELLENT ENTERTAINMENT.

As their initial effort to entertain, the Portuguese Volunteer Defence Corps, presented an excellent variety concert in the hall of the Club de Recreio last night, the large attendance fully justifying the ambitious plans of the organisers who left nothing to be desired, even to the extent of having the stage tastefully decorated. The concert was entirely in the hands of the Portuguese Company, assisted by several friends.

The singing of Miss Betty Tavares and her sister, Miss Margie Tavares, was particularly good and received great applause. They were the hit of the evening. The Sociedade Philharmonica, under the conductorship of Mr. S. Pina gave several selections while the major part of the first half of the programme consisted of vocal and instrumental items given by the Aloha Serenaders.

Lieutenant Colonel Bird, prior to the interval, congratulated the organisers of the entertainment and said that he had thoroughly enjoyed it. Regarding the volunteer Portuguese company he said that it needed officers and that he had recommended that Company Sergeant Major J. F. Rodriguez be given a commission.

NIPPED IN THE BUD.

COMMUNIST DEMONSTRATIONS IN SINGAPORE.

Singapore, Aug. 3. The demonstrations commemorating the Japanese bombardment of Tientsin, planned in various parts of Singapore to-day, were nipped in the bud by the police, who made eight raids, paralyzing the communist organisation.

Sixteen important arrests were made including two of the wanted leaders, and large quantities of inflammatory banners and pamphlets were seized.—*Reuter*.

SIR AUSTEN CHAMBERLAIN INDISPOSED.

NO CAUSE FOR ALARM.

London, Aug. 3. A bulletin was issued this morning signed by Sir Kenneth Goadby and Dr. Devesselow which read as follows: Sir Austen Chamberlain has a mild attack of bronchopneumonia. He is progressing satisfactorily and his condition does not give any cause for anxiety.—*Reuter*.

The stabilisers also control a little motor which controls the engine, giving the machine more gas as it climbs and less as it descends. The correction is instantaneous, and passengers in the "plane are far less buffeted than with an ordinary pilot. To give instructions to the Robot pilot, all that need be done is to press the suitable button.

CONSIGNEES' NOTICES.

THE EAST ASIATIC CO. LTD. COPENHAGEN.

The Motor Vessel, "JAVA" having arrived, consignees of cargo are hereby informed that all goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where delivery can be obtained as soon as the goods are landed. No claims will be admitted after the goods have left the Godowns and all goods remaining undelivered after the 8th August, 1928, at 4 p.m. will be subject to rent. All broken, chafed and damaged goods are to be left in the Godown, where they will be examined by Messrs. Anderson & Ash on the 7th August, 1928, at 10 a.m. All claims against the vessel must be presented to the Underwriter before the 11th August, 1928, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by JOHN MANNERS & CO. LTD., Hongkong, 2nd August, 1928.

THE BEN LINE STEAMERS, LIMITED.

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Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th August, 1928, will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 24th August, 1928, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 8th August, 1928, at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 3rd August, 1928.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

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Consignees are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

All claims must be sent in to me on or before the Friday the 10th August, 1928, or they will not be recognized.

Damaged packages will be examined by the Company's Surveyor Messrs. Goddard and Douglas in the presence of the Consignees at 10.00 a.m. on Tuesday, the 6th August, 1928.

No fire insurance will be effected by us in any case whatever.

L. LESDOS, Agent.

Hongkong, 1st August, 1928.

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NALDERA	16,098	1st Sept.	Bombay, Marseilles & London
KALYAN	9,114	15th Sept.	M'see, L'don, A'werp & Hull
KASHGAR	9,005	29th Sept.	M'see, L'don, A'werp & Hull
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TILAWA	10,006	8th Sept.	S'pore, Penang & Calcutta
TAKADA	6,949	24th Sept.	S'pore, Penang & Calcutta

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TANDA	6,656	31st Aug.	Manila, Sandakan, Thurs.
ST. ALBANS	4,500	28th Sept.	Island, Townsville, B'bane
ARAFURA	6,000	2nd Nov.	Sydney and Melbourne.

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The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

KALYAN	9,144	4 Aug. noon.	S'hai, Moji, Kobe & Yoko
TANDA	6,956	8th Aug.	Moji, Kobe, Osaka & Yoko
WARFIELD	6,006	12th Aug.	Shanghai, Moji & Kobe
TILAWA	10,006	17th Aug.	Amoy, Moji, Kobe & Osaka
NALDERA	10,006	17th Aug.	Shanghai
NAGORE	5,283	30th Aug.	S'hai, Moji, Kobe & Yoko
KASHGAR	9,005	31st Aug.	S'hai, Moji, Kobe & Yoko
TAKADA	6,949	1st Sept.	Amoy, S'hai, Moji, Kobe & Osaka
ST. ALBANS	4,500	4th Sept.	Moji, Kobe, Osaka & Yoko
TALAMBA	8,018	5th Sept.	Amoy, Moji, Kobe, Yoko & Osaka

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BOMBAY via Singapore, Penang & Colombo.

Tamba Maru Saturday, 11th Aug.

Tottori Maru (Omit Penang) Monday, 27th Aug.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu,

Los Angeles, Mexico & Panama

Anjo Maru Saturday, 18th Aug.

SOUTH AMERICA (EAST COAST) via Singapore,

Capetown & Ports.

NEW YORK and BOSTON via PANAMA.

Calcutta Maru Thursday, 16th Aug.

LIVERPOOL via Port Said, Genoa & Marseilles.

Delagoa Maru (Calls Glasgow) Friday, 17th Aug.

CALCUTTA via Singapore, Penang & Rangoon.

Malacca Maru Wednesday, 8th Aug.

Penang Maru Sunday, 19th Aug.

NAGASAKI, KOBE & YOKOHAMA.

Tango Maru Friday, 17th Aug.

SHANGHAI, KOBE & YOKOHAMA.

Shwa Maru Monday, 6th Aug.

Nagato Maru (Moji Direct) Friday, 10th Aug.

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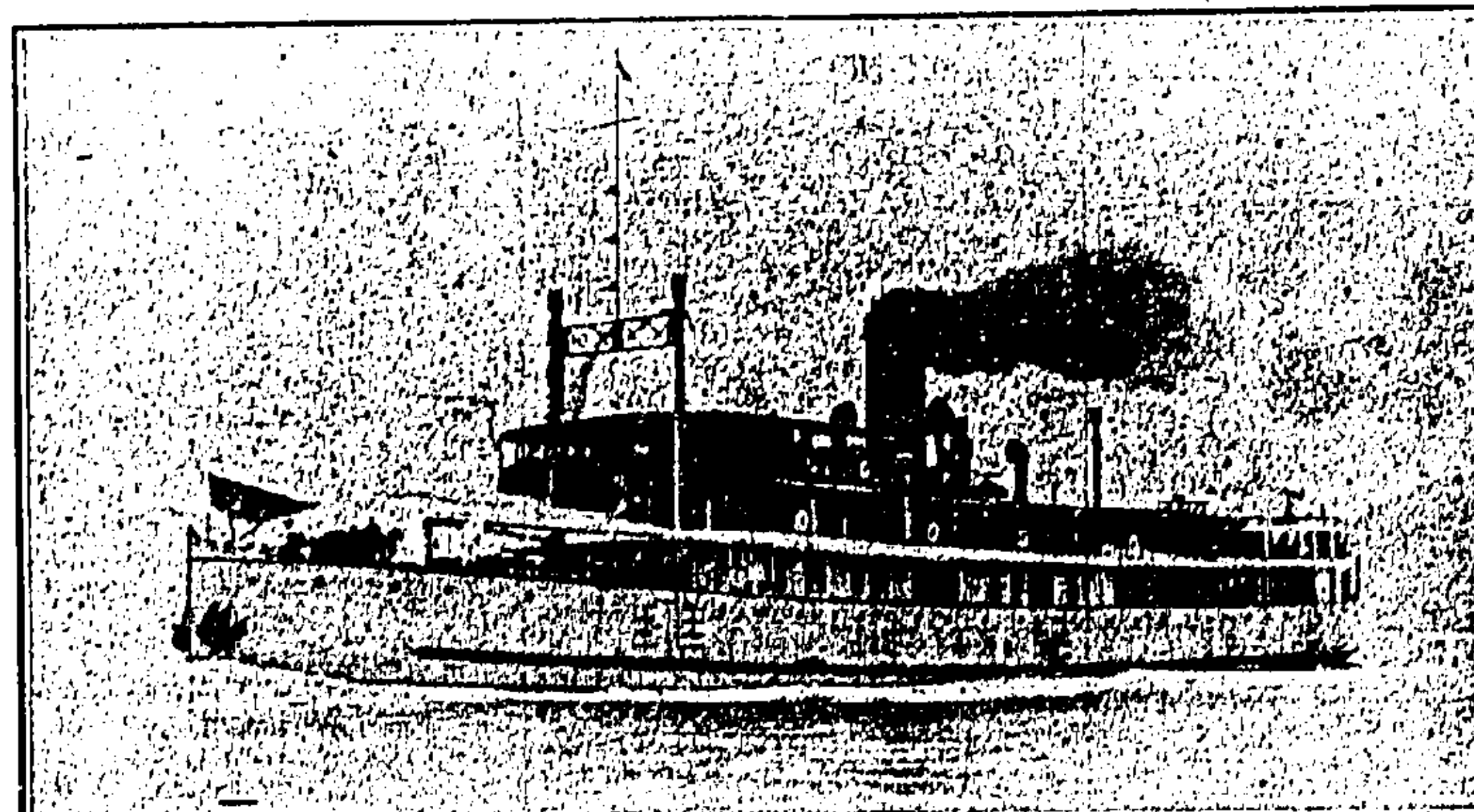
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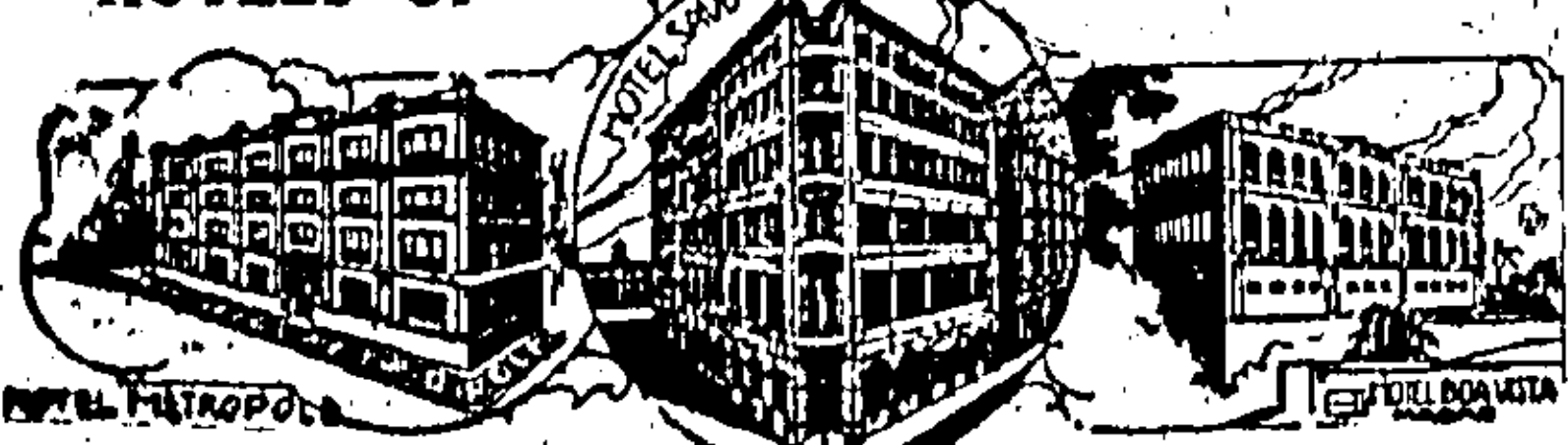
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Mrs. J. H. OXBERRY, Proprietress.

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DAME FORTUNE IN DIVORCE. BUT COUPLE KEEP ON QUARRELLING.

Paris, July 5.
"Dame Fortune" intervened in an original manner in a divorce case here, but she had only added to the discord between husband and wife, and greatly embarrassed the judge.
Having failed to reconcile the couple, the judge had heard the

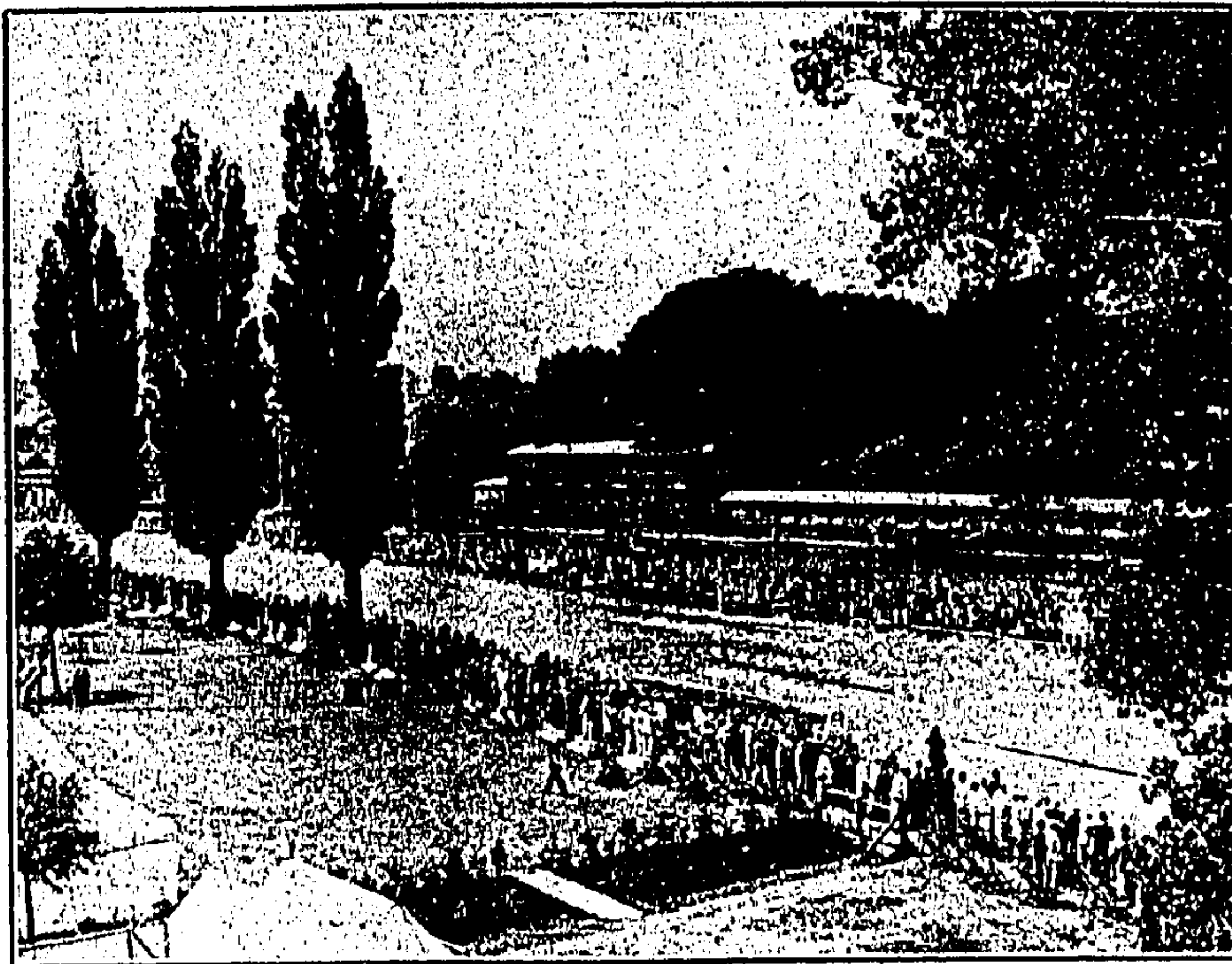
case out in court, and reserved his decision.

Meanwhile, the wife learned that a lottery bond, which was part of the couple's little fortune, still in the hands of the husband, had won the prize of one million francs (\$8,000).

Madame immediately informed the judge, who thought that this good fortune might bring about a reconciliation.
He called the couple to his office, but, to his surprise, he found that they were both more determined than ever to be divorced.

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AT HENLEY REGATTA.



A fine general view of Henley Regatta showing Jesus College (Cambridge) beating Eton College in the second heat of the Ladies Challenge Plate. (Photo: Central News).

TREATY REVISION QUESTION.

SEVERAL COUNTRIES OPEN
NEGOTIATIONS?

VISIT TO NANKING.

Shanghai, Aug. 3.
It appears that Nanking will be the venue of the negotiations for the revision of the Sino-French, Sino-Italian, and Sino-Belgium Treaties. The date for the commencement of these negotiations has not yet been fixed, but it is understood that the respective Ministers of the three countries have agreed to hold the conferences with the Chinese Foreign Ministry in Nanking.

An unconfirmed telegram points out that the German and Danish Ministers to China arrived in Shanghai from Peking this morning en route to Nanking. It is stated that the German Minister's mission is in connexion with the removal of the German Legation at Peking to Nanking and that the Danish Minister's trip is in connexion with the Sino-Danish Treaty revision.

Political Council System.

Shanghai, Aug. 3.
Many telegraphic reports point to the certainty that at the Fifth Plenary Session, Commissioners of the Kuomintang "Leftist" Party will launch a severe attack on the Branch Political Council system, urging its abolition. The "Leftists" believe that this move will result in the concentration of authority in the hands of the Central Government at Nanking.

At present there are five Branch Political Councils—in Canton, Hankow, Peking, Kaifeng, and Taiyuanfu. Marshal Feng Yuxiang, Chairman of the Kaifeng Branch Political Council, has expressed his intention to abolish the Council.

All moderate C. E. C. members hold the view that these Councils should remain, but as a compromise towards the move of the "Left" wing, a prominent Nanking leader asserts that the Fifth Plenary Session could take the course of cutting down the authority of the Canton and Peking Councils.

National Congress.

Shanghai, Aug. 3.
General Li Chung-yeen, a staunch supporter of Marshal Li Chai-sum, has declared in Nanking that immediately after the Fifth Plenary Session, the Kuomintang Government should open the National Congress, as this would be in accordance with the will of the founder of the Party, Dr. Sun Yat-sen. The chief problem which needs solution at the Fifth Plenary Session, adds General Li, is the Nationalist Government's foreign policy, which should aim at the final abolition of all unequal Treaties.

Both Mr. T. V. Soong and Marshal Li Chai-sum state that they have statements to put before the Fifth Plenary Session.

Leaders Resigned.

Shanghai, Aug. 3.
It is reported that, not satisfied with the policy of General Chang Hsueh-liang, General Yang Yuting, Chief of Staff of the Fengtian Army, has announced his intention to retire from all political activities. He indicates that he will make an extensive tour in foreign countries.

SHANTUNG CLASH STORY.

HOSTILITIES LAST
TWO DAYS.

HEAVY CHINESE CASUALTIES
INFLECTED.

JAPANESE VERSION.

Details of the clash between Japanese regulars and Chinese troops along the Shantung Railway near Kaomi on July 20, the worst fighting since the Tainan incident of May 30, have been revealed in a statement by the Ministry of War in Tokyo, according to reports from that city.

The Government statement put the number of Chinese dead at 500, the Japanese dead at six and wounded 24.

The report revealed that six companies of Japanese infantry were engaged all Thursday night and Friday morning in action with the Chinese. Previous reports had estimated the Chinese dead at 600 and the Japanese at seven.

Guns in Action.

The Chinese contingent of 1,500 crossed into the railway zone on Thursday contrary to standing Japanese orders that they should remain 20 li, about seven miles, outside the railway. They pierced the neutral zone at a place called Chuyangchu, about two miles south of Kaomi.

Six companies of Japanese infantry, supported by a company of artillery and one of machine gunners were ordered against them. They approached the Chinese late in the evening, and being fired upon began a stiff attack. By 11 o'clock at night they had driven them from the position, but they continued in pursuit until late the following afternoon before all had been driven from the district.

Declaration Defied.

The War Department's statement follows:

"Since March 25, when a declaration from headquarters of the Third Division of the Imperial Army, stationed at Tainiao was given out ordering a guard of the Shantung railway and protection of Japanese lives and property there, general peace and order prevailed among the Chinese soldiers stationed outside the railway zone.

"But on July 19 an army of 1,500 under the command of a Chinese officer named Ku Shin-chun, ignoring the declaration of the Japanese army, crossed over the railway line at a place called Chuyangchu, about two miles south of Kaomi.

"As there were strong indications that they would break the railway and disturb the peace of the zone, Major Harumi, who was stationed with his troops at Kaomi, with the approval of General Ushijima, Commander of the Japanese Army in Tainiao, led six companies of infantry and one company of artillery and of machine gunners to the spot, demanding disarmament of the Chinese troops on the basis of the declaration of the Japanese Commandant.

Chinese Open Fire.

"While still approaching at the range of about 1,000 metres north of Chuyangchu at 4.15 o'clock in the afternoon, the Chinese army suddenly opened fire. The Japanese army held up the national flag so that the Chinese

AMAZING VITALITY.

MAN WALKS 1½ MILES WITH
FATAL INJURIES.

Amazing vitality was exhibited by a 57-year old Chinese who walked a mile and a half at Changi with multiple stab wounds from which he subsequently died, says the Straits Times.

When the man finally reached a police station, having come into town in a motor-bus with a gash in the neck which reached the vertebrae, a finger dangling by a strip of skin, and other wounds, he made light of his injuries as he told his story to Inspector Uphill. He said that he was a vegetable gardener occupying a hut a mile away from the Chungi Road, at the 7½ mile. He was having his evening meal when he received the wound at the back of his neck. He fell off his stool and as he lay on his back he saw standing above him two Chinese whom he had never seen before. One had a dagger, and the other a long knife, and they proceeded to stab and slash at him till he was covered with multiple injuries. They then left. The men were respectfully dressed, one in a khaki and the other in a dark suit, of Chinese pattern and they wore hats and shoes. They made no attempt to take anything from his hut nor did they at any time say anything in reply to his question as to why they were attacking him. They walked away, and their victim walked to the main road and then a further half mile before he boarded a motorbus. He died in hospital the following day.

It is notified that, at the expiration of three months, the China Mining and Metal Company, Limited will, unless cause is shown to the contrary, be struck off the register and the Company will be dissolved.

The motor ship Tennessee, of the Norwegian Africa and Australia Line (Messrs. Wilh. Wilhelmsen), left Singapore on 3rd August and is due here on Thursday, the 9th August at 6 a.m. with cargo from Norway and ports.

might know who was approaching but the Chinese did not take heed but kept on firing and the danger was pressing.

"Under the circumstances, the Japanese army could not resist firing. The Chinese put up a stubborn fight with heavy guns and attempted to envelop our troops on both the left and right flanks, but our officers and men continued to resist until 10 o'clock at night when disorder was noticed among the enemy.

Attack Ordered.

Thereupon, Major Harumi ordered his entire line to charge and at 11 o'clock they reached Chuyangchu, captured the enemy's walled quarters and drove them out toward Hanchiachuang. The main body of the enemy was pursued until 7.30 o'clock the next afternoon when our forces returned to Chuyangchu and re-concentrated.

"In the meantime General Ushijima, at the report of the occurrence, concentrated our main force of railway guards at Kaomi in readiness to sweep the Chinese from the region. He also ordered up a battalion of infantry, a company of cavalry and two companies with field guns from Tainiao, also for reserve.

"During the fighting the enemy lost 500 men, including a regimental commander, while our army lost six men dead and 24 wounded."

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